

CYCLE NEWS

American motorcycle newspaper

October 16, 1991: Number 40

(outside the U.S. \$2.75) \$2.00

AMA Superbike National Championship

Russell conquers Texas

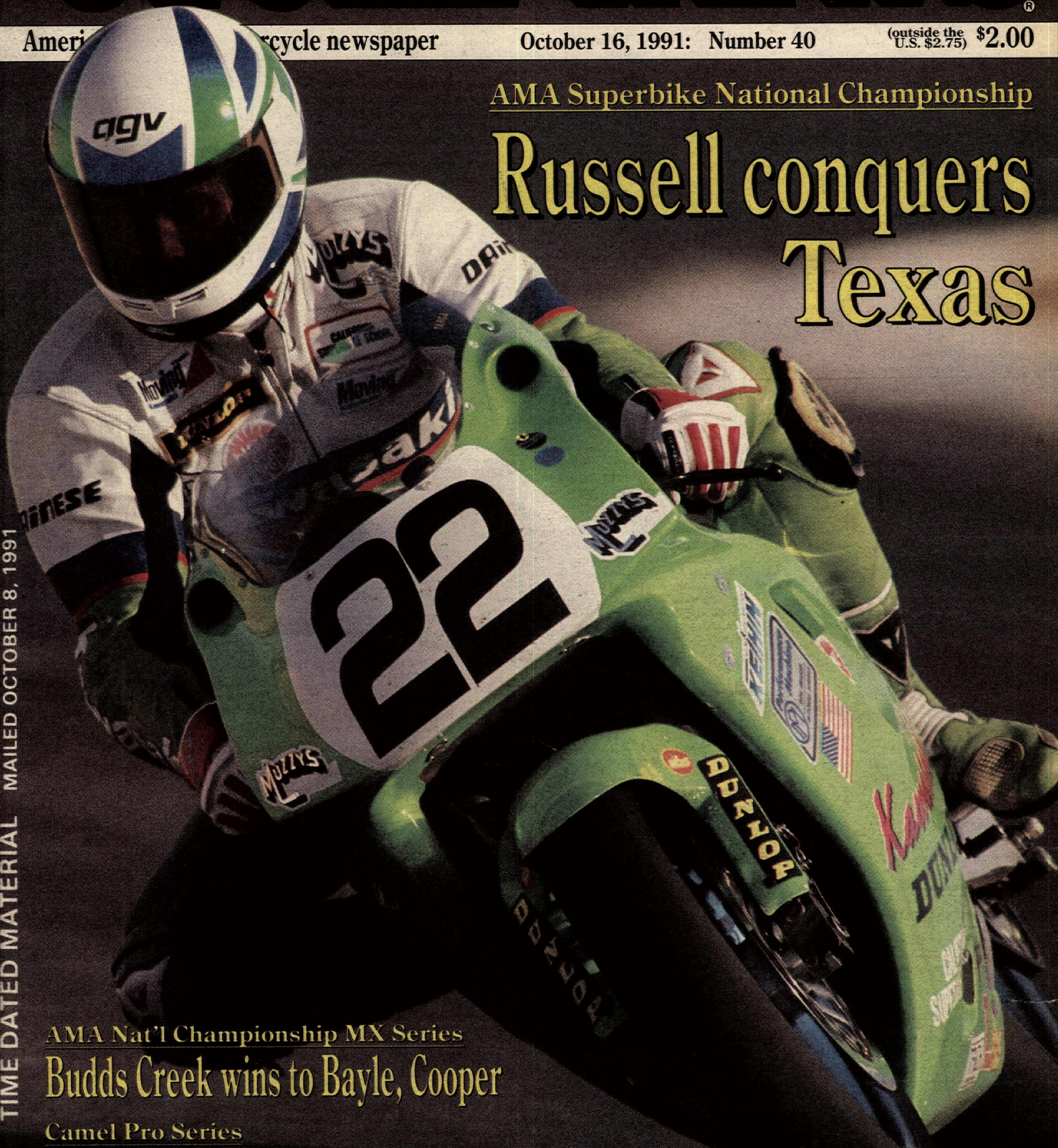
AMA Nat'l Championship MX Series

Budds Creek wins to Bayle, Cooper

Camel Pro Series

Atherton wins his first, Parker takes over points lead at Pomona

TIME DATED MATERIAL MAILED OCTOBER 8, 1991



IN THE WIND

By Papa Wealey

Newly-crowned World Champion **Doug Polen** (Duc) split wins with 1990 World Champion **Raymond Roche** (Duc) in the Italian round of the World Championship Superbike Series in Mugello, Italy, October 6. Polen beat Roche in the first leg, with the Frenchman turning the tables on the American in the second race. Terry Rymer (Yam) finished third in both legs.

Italian **Davide Tardozzi** and Australian **Rob Phillis** were non-starters in the Italian round of the World Championship Superbike Series. Tardozzi suffered serious head injuries in a qualifying crash while Phillis escaped his crash with a concussion. Tardozzi underwent an operation on October 5 in Florence, Italy, and has since regained consciousness.

Rodney Smith (Suz) was the overall winner of the final round of the AMA National Championship Reliability Enduro Series at Carson City, Nevada, October 5. **Larry Roeseler** (Kaw) finished second with **Kelby Pepper** (KTM), **Jimmy Lewis** (KTM) and **Steve Hatch** (Suz) rounding out the top five. Roeseler's second place gives him his first-ever AMA National Championship. The Californian topped Hatch by eight points, 110-102. **Kurt Hough**, who finished eighth in Nevada, ended up third in the series, one point behind Hatch.

Round 11 of the AMA/Wiseco/Yamaha/Yokohama Grand National Cross Country Series in Elkins, West Virginia, October 6, saw series points leader **Duane Conner** (Kaw) score his first overall win of the series. Second overall went to **Frank Keegan** (ATK), who was followed across the finish line by **Jeff Russell** (KTM), **Tom Norton** (KTM) and defending champion **Scott Summers** (Hon).

Stephane Chambon (Hus) won the Guidon D'Or Superbikers event in Paris, France, October 6. **Didier Hoog** (Kaw) finished second ahead of Americans **Broc Glover** (Hon) and **John Kocinski** (Hus).

Team Suzuki Endurance (Suz) took the overall win in the WERA six-hour endurance road race at Indianapolis Raceway Park in Indianapolis, Indiana, October 5. Team Suzuki's **Kurt Hall** and **Michael Martin** completed 452.5 miles in the six-hour event to top Test Ace Racing (Suz) and DAK Racing (Suz) by one lap.

Gold Hill Racing (Yam) won the AMA/CCS U.S. Endurance Series round at Texas World Speedway in College Station, Texas, October 7. **Gold Hill** beat Team Mad (Yam) and Yamaha of Jacksonville (Yam) to win the overall and GTO class. In GTU action, class champions Team Toomer (Kaw) topped Orion Racing (Hon) by two laps with Hornblower Racing (Hon) finishing third.

Ron Major, a 50-year-old rider from Temple, California, rode his 1987 Honda Gold Wing to victory in the **1991 Iron Butt Rally**. The 11-day rally started in Reno, Nevada, and required entrants to circumnavigate the U.S. and reach checkpoints in Spokane, Washington; McHenry, Illinois; Gorham, Maine; Montgomeryville, Pennsylvania; Baldwin, Florida; Mansfield, Texas; and Santa Ana, California, before returning to Reno where the event ended on September 12. In the closest-ever Iron Butt Rally, Major took the lead the last night of the event and edged out Canadian

Peter Hoogeveen by just four points (31,000 points were possible). Hoogeveen rode a 1988 BMW K75. Californian **Steve Black**, who rode a 1981 Honda Gold Wing, finished third, just two points down on Hoogeveen. Black held the lead from the halfway point until the last night of the rally.

Some interesting statistics came out of the fifth running of the Iron Butt Rally. Runner-up Peter Hoogeveen racked up the most miles, 11,004 — that's in 11 days, folks; at the age of 67, **Garve Nelson** became the oldest rider to ever finish the event; **Gregg Smith** saw his 1987 Yamaha Venture's odometer turn over the 200,000 mile mark on the last leg of the rally; the odometer on the 1983 Gold Wing ridden by **Ken Hatton** passed the 290,000 mile mark; and the average age of the top 10 finishers was 45.7.

Australian road racer **Darryl Beattie** (Hon) won the 500cc class at the Big Road Race in Sugo, Japan, October 6. Beattie beat countrymen **Peter Goddard** (Yam), **Michael Doohan** (Hon) and **Kevin Magee** (Yam) in the rain-drenched race. Doohan, who finished second to Wayne Rainey in the 500cc World Championship, crashed early in the race and remounted to finish third.

According to the AMA, a federal bill calling for the designation of additional wilderness land in California's **Los Padres National Forest** was passed by the House Interior and Insular Affairs Committee on October 2, but not before an amendment that would have removed a popular off-highway motorcycle trail from its provisions was defeated. H.R. 2556, also known as the Los Padres Condor Range and Rivers Protection Act, was expected to pass without any changes. But at the last minute, bill sponsor Rep. Robert Lagomarsino (R-CA) was allowed to introduce an amendment to keep the popular Johnston Ridge Trail, which has been maintained by off-highway riders with assistance from the U.S. Forest Service for the past 30 years. At first, it appeared that motorcyclists had won a major victory when Interior Committee members voted 8 to 4 in favor of the amendment, allowing the trail to be excluded from the bill. But all that changed when Rep. Bruce Vento (D-MN) asked Committee Chairman George Miller (D-CA) for a roll call vote. Since many of the committee members who were not present for the earlier debate were allowed to vote by proxy, the amendment eventually failed 17 to 25. The vote split down party lines with only two Democrats, Rep. Nick Rahall (D-WV) and Rep. Pat Williams (D-MT), voting to preserve the Johnston Ridge Trail. The bill is now expected to be heard in the House Agriculture Committee, but a procedural rule may allow it to be put to a vote on the House floor sooner than expected.

The companion bill to H.R. 2556 in the Senate, **S. 1225**, sponsored by Senators. John Seymour (R-CA) and Alan Cranston (D-CA), is scheduled to receive its first hearing on October 17 in the Senate's Public Lands, National Parks and Forest Subcommittee.

In what can be termed a victory for off-road land users, the amount of campsites that will be available in the **Pismo Dunes State Vehicular Recreation Area** (SVRA) on major holiday weekends has doubled — at least for a year. On Tuesday, October

1, the San Luis Obispo, California, Board of Supervisors granted a request by the State Department of Parks and Recreation to increase the number of campsites from 500 to 1000 for the Memorial Day, Fourth of July, Labor Day and Thanksgiving weekends. The decision comes after nine years of political battles between the off-road community, the County, the Coastal Commission, the Department of Fish and Game, and the Sierra Club.

Eraldo Ferracci may not make any World Superbike Championship plans if he doesn't obtain a major outside sponsor for his Ducati team: "I have no more money, no more nothing," Ferracci said. "I work for five years and spend it all in one." Ferracci confirms that he's been in discussion with Freddie Spencer regarding the three-time World Champion riding for him in 1992. Just where Spencer fits in depends on Ferracci's current rider newly-crowned World Champion Doug Polen, who is currently in search of a multi-million dollar, multi-year deal to wrap up his racing career. "If Doug stay with me, then Freddie stays in America," Ferracci said. "If Doug go away I don't know if I do the World Championship with Freddie, but I'm pretty sure we'll be coming."

The latest to come out of Oscar Rumi's World Superbike Championship Honda team is that the Italian will run only **Baldassarre Monti** on a Honda, and he has approached Belgarda, the Italian Yamaha distributor, about setting up a separate team to run Yamaha OW01s for **Fred Merkel**. Belgarda and its racing division, BYRD, are closely associated with the Fabrizio Pirovano team and it's doubtful that they'd cut that tie, so there may be two officially supported Italian Yamaha teams in 1992. The decision is expected to come shortly. It seems that having a Yamaha team would be the only way that Rumi and Merkel can continue their fruitful relationship. The Californian is not interested in racing Hondas again next year. Meanwhile, Merkel's old ally, Norris Farrow, is effectively out of the team. He wasn't at the French round of the series in Magny Cours and the team's public relations man said he was back in Bergamo, Italy, working on other projects. However, it is known that the New Zealander has already approached the Pirovano team looking for a job but was not hired. Replacing Farrow in the Rumi team is ex Lamborghini man Carlo Facetti.

Belgian tuner Jean D'Hollander's attempts to have the weight differential between twins and fours in the World Championship Superbike Series abolished seems to have met a frosty reaction at the FIM. D'Hollander sent a letter, with the support of many other teams, to the FIM calling for a **352-pound limit for all superbikes** in the class. He has yet to receive a reply. "I don't understand this," he said. "It is usually common courtesy if you receive a letter to send a reply. I hear many rumors, that fours will have a 155 kg (341 pounds) limit and twins will stay at 140 kg (308 pounds), but I hear nothing official. The problem is that the FIM announces its decision at the Congress late next month and by then it is too late for many riders. Danny (Amatriain — the Spanish rider D'Hollander tunes for) will go to Ducati if the regulation stays the same. If the regulation changes, maybe not. My riders have to make a decision. October, I think, is too late." D'Hol-

lander's future also depends on the decision. Having already rejected two offers to go Grand Prix racing because he prefers superbikes, he says he has two proposals for well-funded one-rider Honda teams which could well depend on the FIM decision. "If that doesn't happen, I will make my own bikes for superbike and do two or three bikes maximum and concentrate on the European 600cc championship class."

The Western States Racing Association will host the inaugural **Fallon to Lovelock Desert Race** in Nevada, November 23. Finishers of the 120-plus mile race will receive custom belt buckles. In addition to regular classes, vintage classes will be run. The event is funded in part by the Nevada Commission on Tourism and the Fallon Convention and Tourism Authority. The pre-entry fee is \$40 (available until November 1); post-entry is \$45. For more information, call Peter Cairns at 702/972-4907 or Edd Price at 702/677-2989.

Motocrosser **Richard Wagaman, Jr.** suffered fatal injuries in a crash at the October 5 Budds Creek amateur motocross the day preceding the 125/500cc National MX at Potomac Speedway in Budds Creek, Maryland. Wagaman, of York, Pennsylvania, was a 125cc B rider.

Yamaha's **Doug Dubach** was a no-show at the October 6 125/500cc National MX at Budds Creek. Dubach was testing Yamahas at the factory in Japan.

Motocrosser **Tallon Vohland** will be campaigning the World Championship 125cc MX Series in 1992. "I'll probably do some of the Golden State (Nationals) before I head to Italy in mid-February," said Vohland, who competed in this year's 125cc Nationals on a factory-backed Suzuki. "I'll be riding for Carpi Motors Suzuki, the same team (brother) Tyson rode for several years earlier. It (racing the 125 GPs) wasn't my original plan, I would rather stay here in the U.S., but I figure if I can win a 125cc World Championship or two, I can come back here and try for a Supercross championship."

Peak Antifreeze has once again been secured as the title sponsor of the Honda/Pro Circuit 125cc factory team. According to Pro Circuit's Mitch Payton, the only rider contracted thus far is 125cc Western Regional Supercross Champion Jeremy McGrath, who has one year left on his contract. The 1992 team will most likely consist of four riders.

Bob Hannah will serve as master of ceremonies at the **Hanford Supercross** at King Speedway in Hanford, California, on Saturday night, October 26. Hannah will also take part in an autograph session that takes place from 6 p.m. to 6:45 p.m. A "fun zone" will open at 4 p.m. and will feature manufacturer and aftermarket company displays. **Steve Lamson**, **Mike Craig**, **Jim Holley** and **Mike Young** are among the riders who will be after a hunk of the \$10,000 purse.

Mike Craig moved into the points lead in the FIM Rodil World Championship Supercross Series with three victories in September. Craig, who began the win streak September 6 in Gothenburg, Sweden, scored another victory two days later in Helsinki, Finland, and then topped the September 21 event in Madrid, Spain. Craig leads defending champion

Pekka Vehkonen of Finland in the standings, 60-46, with two rounds remaining.

The **Shenandoah Off Road Vehicle Association**, along with the Lutheran Brotherhood and Sugar Loaf Farm, made a **\$1500 donation** to Ride with Pride, a therapeutic horse riding program for handicapped persons, with proceeds raised at the September 15 Stoney Broke Hare Scrambles event in Middlebrook, Virginia. An additional \$300 was donated to the Middlebrook Volunteer Fire Department. Stoney Broke was round nine of the 12-round Virginia State Championship Hare Scrambles Series and was won by **Brian Hess**.

Australian road racers **Michael Doohan** and **Wayne Gardner** will have the opportunity to avenge their loss to **John Kocinski** in the final round of the World Championship Road Race Series in Malaysia when the trio take part in the Superprestigio Solo Moto international road race in Spain on October 13. Kocinski, Doohan and Gardner will headline the event which will be held at the new Circuit de Catalunya near Barcelona.

Canadian **Miguel DuHamel** will have a one-off trial ride on one of the Sonauto-backed Yamaha YZR500 GP bikes at the Superprestigio race. Team manager and former World Champion Christian Sarron will be giving the young Canadian a look as a possible number two rider for his team in 1992. The number one job on the Sonauto team looks like it will be taken by Scotland's **Niall Mackenzie**, but Australian **Kevin Magee** will also ride one of the Yamahas in French colors at the Superprestigio. The team's regular riders, Jean-Philippe Ruggia and Adrien Morillas have been dropped by Sonauto.

Another rider who may have his first race on a 500cc GP bike in the Spanish race is **Alex Criville**. The former 125cc World Champion tested Sito Pons' Campsa-backed Honda NSR500 in Malaysia and according to **John Kocinski**, Criville "rode the bike better than Sito." Pons is considering retirement but needs a Spanish rider to take his place. Pons is also considering making an offer to former 500cc World Champion **Wayne Gardner**. "If Gardner is available he would be an ideal rider in the event that I do retire and Alex steps in because it would be a big help to Alex to have a rider on the team like Gardner who knows NSRs better than anyone," Pons said.

Californian **Rich Oliver** will also race in the Superprestigio, taking the place of the injured **Wayne Rainey** on the championship-winning Marlboro Yamaha YZR500. In addition, Oliver is at the top of Austrian tuner Harold Bartol's list for the his new **Gilera 250cc** team that is currently being formed. Bartol said he was very impressed by Oliver's ability to set up a bike. Gilera is also determined to obtain the services of two-time 125cc World Champion Loris Capirossi. The Italian company has said they are willing to pay over \$1 million extra to free the young Italian from his contract with Honda.

The 1991 **United States Speedway National Championship** will take place at Costa Mesa, California's Orange County Fairgrounds on October 12. In the past, the event has been held on the first Saturday in October, but promoters have decided to extend the regular speedway season and thus push the championship back a week. For the first time ever there will be five National Speedway Champions in the field — defending champion **Mike Faria** and former cham-

pions **Bobby Schwartz**, **Brad Oxley**, **Steve Lucero** and the retiring **Alan Christian**.

HosPITal Stop: North Carolina MXer and Hammerhead Graphics owner Kevin Austin suffered a broken foot while competing at Hidden Acres MX in Kingsport, Tennessee, on September 29. Cards and letters can be sent to Austin at his home: Rt. 4, Box 495E, Yadkinville, NC 27055.

The **AMA Pro Awards Banquet** will be held at the Holiday Inn Crowne Plaza in Redondo Beach, California on November 23. Limited public seating is available for the dinner and awards ceremony which will be co-hosted by television personalities Dave Despain and Larry Maers. Among the highlights of the ceremony will be the naming of the 1991 Professional Athlete of the Year and the Professional Sportsmen of the Year.

Ken Maely, the man who shods the boots of dirt trackers everywhere with his steel shoes, will undergo knee-replacement surgery on October 15. Maely won't be available to make shoes until November 30. In addition, his speedway practice track in Corona, California, will also be closed until the 30th.

Road racer **Jeff Heino** has joined Yamaha of Jacksonville for the remainder of the AMA/CCS Endurance Series. The Craig Crumpler-owned endurance team competes in the GTO division of the series.

Ever wondered where you could get a hold of the **RS Taichi** motocross gear that **Jeff Matiasovich** and **Larry Ward** have worn throughout the 1991 season? Well, **JT USA** will be the official U.S. producer and distributor of the Japanese styled riding gear. Availability is scheduled for late November.

Jeff Matiasovich, who broke his thigh at the August 11 125/500cc National MX in Millville, Minnesota, is rapidly recovering from his injury. "I'm almost positive I'll be ready for January (11, the opening round of the Camel Supercross Series)," said Matiasovich. "I'm working hard with weights, bicycling and taking some pills from (personal trainer) Jeff Spencer to help it heal. Every week I can see a big improvement. I've just started to ride with (Jeff) Ward. I don't want to push it right now, I'm just riding to get my reflexes back."

Kevin Atherton, winner of the October 5 Pomona Half Mile, may have been the most skilled rider of the

evening, but not in the eyes of the Michigan Department of Motor Vehicles. Apparently, Atherton failed the skill portion of the motorcycle licensing test for going too fast. "I took the test on my Ducati Superbike, and the lady told me it was too big for me and I should get a smaller bike," laughed Atherton.

Jeff Straw of Buena Park, California, was the big winner in the drawing for a 1992 Suzuki DR350S donated by American Suzuki at the **2nd Annual California Trail Rides/Cycle News Dual Sport Jamboree** near Big Bear, California, October 6. Each time a rider entered a California Trail Rides dual-sport event in 1991, his/her name was automatically entered in the pool for the drawing. In case you missed it, more than 270 riders, including passengers and one dog, took advantage of the free barbecue and 100-plus miles of trail riding at the *Cycle News*-sponsored event.

Heading west for the winter. That's where former National MXer **Gary Semics** will be taking his MX schools in November. Semics, who normally conducts his classes in the Ohio area, will be holding classes throughout southern California between November and April. For more information, you can call Semics at 216/424-3382, or after November 20 at 714/244-5613. En-route to California, Semics will stop for a group class on October 26 in Denver, Colorado. For more information on the Denver school, call 303/663-3356.

Grand Prix road race star **Kevin Schwantz** will be on hand to sign autographs at the WERA Grand National Finals at Road Atlanta, in Braselton, Georgia, November 2-3.

The England-based **Kawasaki Europe** motocross team will switch its efforts from the World Championship 500cc MX Series to the 250cc class in 1992 with an all-British teenage trio consisting of **Paul Malin**, **James Dobb** and **Justin Morris**. Malin, 19, finished fourth in the 1991 World Championship 500cc MX Series and became the youngest-ever 500cc GP winner with his victory in the French GP. Dobb, also 19, broke his collarbone at the beginning of the season and had a disappointing year in the World Championship 250cc MX Series, while Morris is a newcomer to the GP circuit, having just come out of the British youth ranks.

At their September 15 Lone Ranger Trials, southern California's Plonkers Trials Club collected over 30 letters for

Continued on page 4

House subcommittee passes desert bill

The House Interior subcommittee on general oversight and California desert lands passed House Bill 2929 by a 4-1 vote on Tuesday, October 1. The bill, whose sponsors are Reps. Richard Lehman (D-Sanger) and Mel Levine (D-Santa Monica), is similar to Sen. Alan Cranston's senate bill, the so-called California Desert Protection Act. The Lehman-Levine house bill calls for 4.4 million acres of desert in California's southeast corner to be designated as wilderness, thus banning OHV use.

The bill is expected to be passed by the House, but will face a fight in the Senate. If passed in its current form, it is anticipated that the legislation would be vetoed by President Bush, who earlier this summer proposed that only 2.1 million acres receive wilderness designation.

The bill provides for 250,000 more acres for off-road vehicle use, mining, etc. than an earlier version, however, in addition to the 77 new wilderness areas that would cover 4.4 million acres, it would create two new parks, the 3.3 million acre Death Valley National Park and the 800,000 acre Joshua Tree National Park.

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Scott Russell kept his National Superbike Championship title hopes alive by scoring 20 points at Texas World Speedway. Photo by Henny Ray Abrams. See page 12 for race coverage.

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CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXVIII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for \$50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), \$50.00; two years (100 issues), \$95.00; six months, (25 issues), \$26.00; trial sub (15 issues), \$19.00. Canada and Foreign, one year (50 issues), \$90.00; two years (100 issues), \$175.00; six months (25 issues), \$45.00; trial sub (15 issues), \$38.00.

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VOICES

 Letters to the editor

ISDE plaudit

I would like to compliment *Cycle News* on its coverage of this year's ISDE in Czechoslovakia. I really appreciate the fact that you cared enough to have Kit Palmer there to provide on-the-spot coverage of this historic moment.

A lot of hard work goes into this event, from the time the riders start the qualifiers in the spring until the finish flag drops after the final moto.

With this year's "Jr. World Trophy Team Win" the U.S. showed the world that we can compete with the best and win!

Iris Rhodes
Kent, WA

... and more

How good it feels to finally say we're number one. My congratulations to ISDE Junior World Trophy Team members Steve Hatch, Jimmy Lewis, David Rhodes and Chris Smith. You did it and we're so very proud of your accomplishments.

Having experienced what was undoubtedly my most overwhelming sense of pride and patriotism at the opening ceremonies in Mende, France, in 1988, I can only speculate at how truly awesome it must have been to watch the Junior team take center stage and accept their trophy as our flag was lowered and our national anthem played. Due respect, well deserved.

I would also like to extend my admiration to all those equally fine individuals who have represented the United States so proudly year after year. In an area of motorcycle racing with little monetary compensation and minimal support and funding, those individuals who strive for excellence continue to put forth great effort at great personal expense.

To those who have come so close and endured long, I salute you as well. All our efforts have finally been rewarded as we applaud the 1991 U.S. Junior World Trophy Team. Thanks, guys!

Karen and Alan Drafts
Bellingham, WA

The Drafts are the parents of ISDE competitor Scott Drafts... Editor.

How much is too much?

On Sunday, September 29, my neighbor and I rode to Talladega, Alabama, to watch the WERA road races. The ride was great and the weather was wonderful. When we arrived at the track at 11 a.m., the gentleman at the gate informed us that

the admission charge for the day was \$20.

We talked about the price and decided that this was too much money to watch local racers at this small track. We had both attended Daytona this year and the entry was only \$25. For further comparison, I recently went to a ZZ Top concert and the cost of admission was \$19.

I have been racing motorcycles on dirt since I was 12 and am planning on road racing within a year or two. At no time in any of my racing has an organization charged me more than \$10 to watch a local race. I also realize what it costs to organize and run a race as I have been a member of the Cal Poly Penguins M.C. and the Huntington Beach M.C., both of which promoted races.

I also attended the AMA/CCS races at the same track a month before, yet their cost of admission was only \$10 for the Sunday races. I now know for certain which group is into racing (not making money) and it's not WERA.

If they want to make money for a purse, the idea is to attract many people and collect a small gate fee; the high dollar items should be the concessions and T-shirts. When and if WERA gets down to the real world on their ticket costs, my friends and I will attend their road races.

Ed Larosche
Huntsville, AL

Helmet isn't to blame

We would like to take this opportunity to thank everyone who sent cards, called or donated money for our son Brandon Rose. Brandon was injured on August 17, while racing at I-91 Speedway in Lake Odessa, Michigan.

There are many rumors about Brandon's helmet, a K-21 Kiwi. This helmet saved his life. Under great impact and at certain angles any helmet can come off. The injury which kept Brandon in the hospital occurred with his initial fall, when the helmet was still on.

Brandon is home now and is back at school. All your prayers have helped in his recovery. God bless you all!

Christine and Steven Rose
Uassay, MI

Letters to the editor should be sent to: *Voices, Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND

 By Papa Wealey

Continued from page 3

mailing to congressmen asking for their support in sponsoring the **National Recreational Trails Fund Act**. "Plonkers is committed to proactive participation in the democratic process by motorcyclists," explained club secretary Don Williams. "The club's offering of a \$5 (entry fee) discount to riders bringing letters underwrites our commitment to the preservation and expansion of OHV recreational opportunities and we challenge other clubs across the nation to offer similar incentives to their members."

WERA will pay a bonus of \$2000 to the top four-stroke finisher in the

WERA Formula USA race at the WERA Grand National Finals on November 3. The \$2000 will be on top of any purse and contingency earnings. "WERA Pro Series wants to help the teams that are cultivating the technology to compete with the 500cc GP bikes," WERA's Doug Gonda said. "In 1992, you will see WERA Pro doing more to encourage innovative technology in the WERA Formula USA class."

MARRIED: Former factory Suzuki and Yamaha team motocrosser Scott Burnworth and Debra Ann Ayres, in La Jolla, California, on September 28.

CORRECTION: PSI was incorrectly listed as one of Mesquite GP winner Greg Zitterkopf's sponsors in our coverage of the event in the October 9 issue. Credit that sponsorship to PPS.

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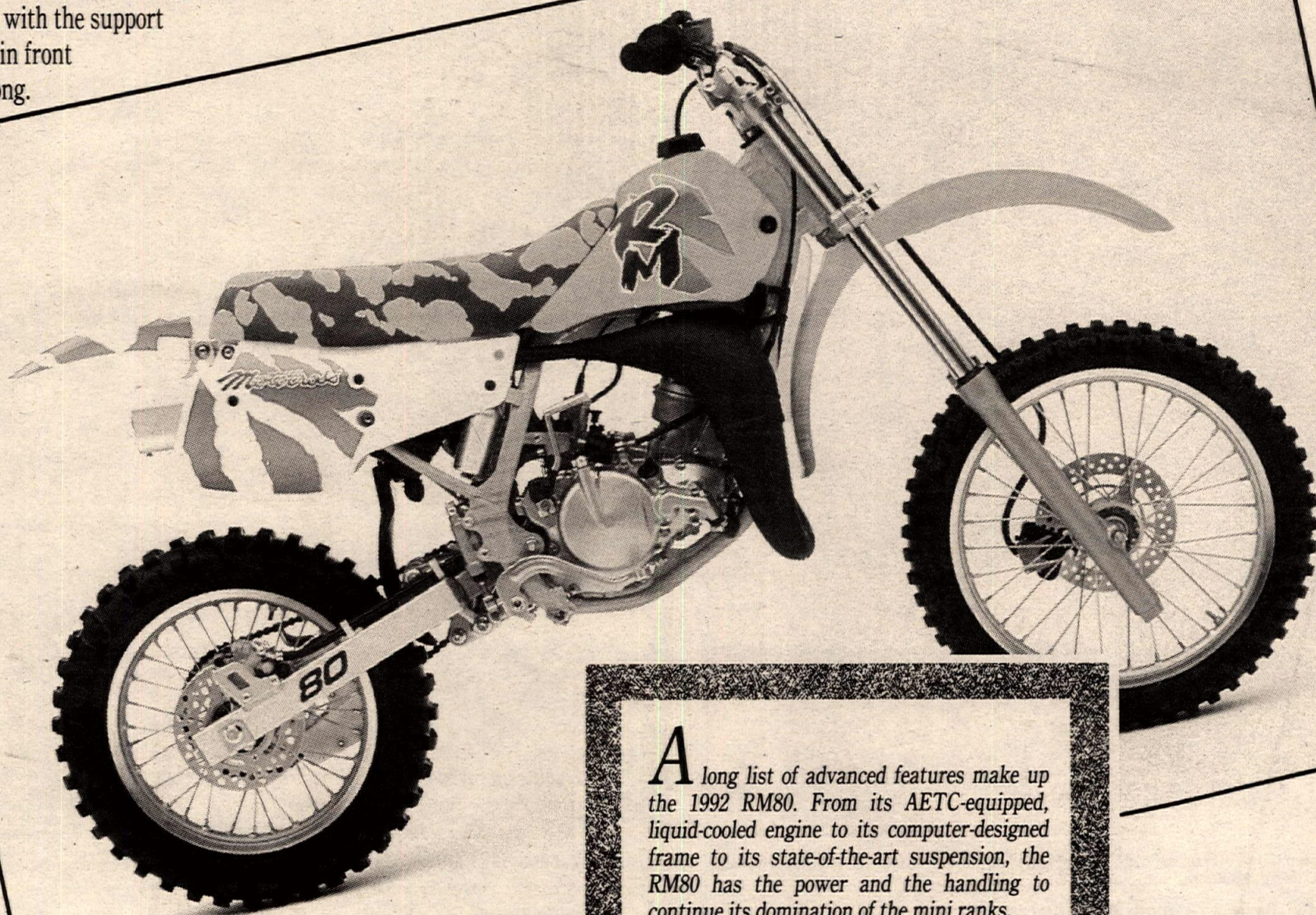
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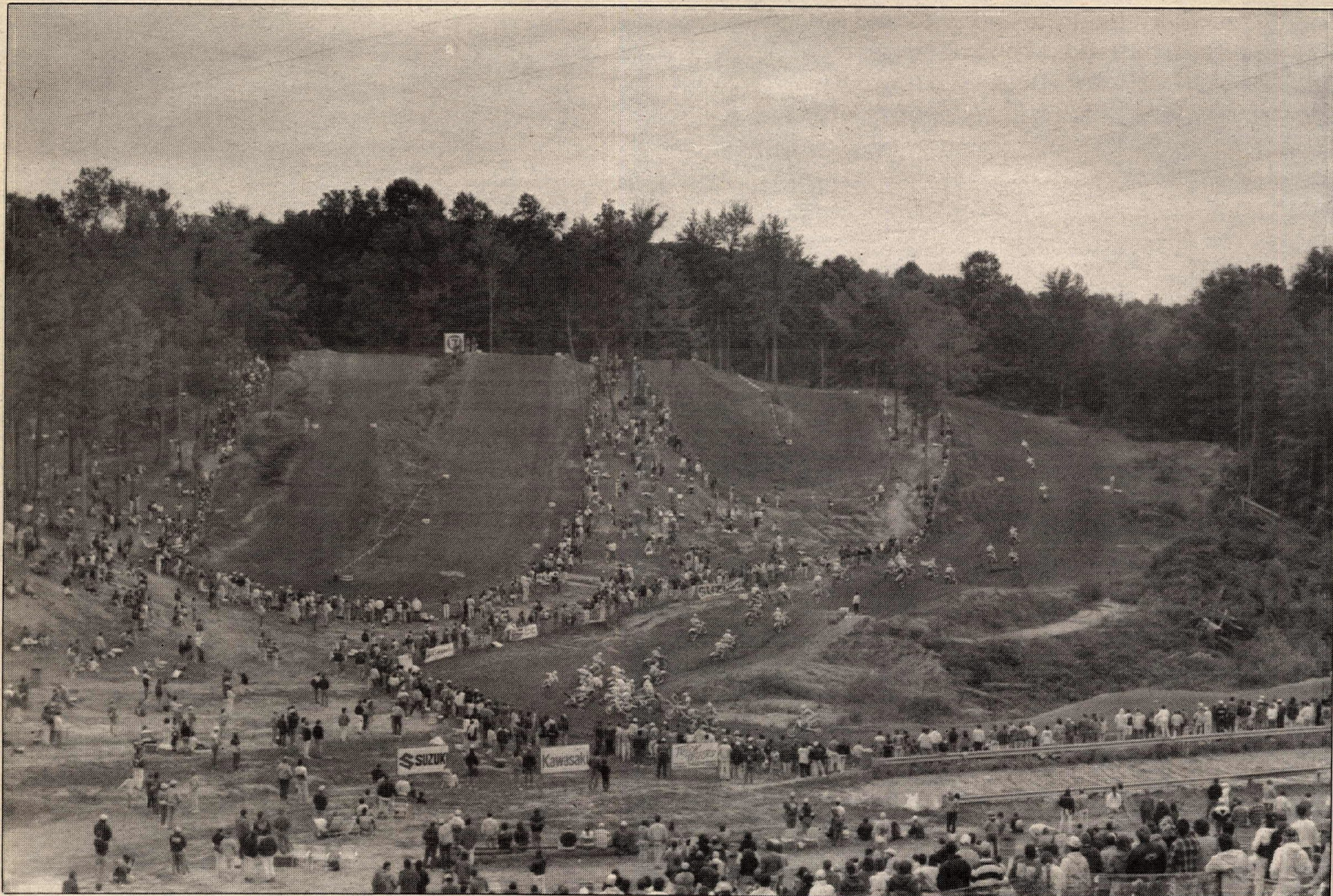
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MOTOCROSS

AMA National Championship 125/500c MX Series: Rounds 12/5



An estimated 15,000 fans attended the National at Potomac Speedway, a course which is modeled after the high-speed tracks that make up the World Championship GP circuit.

Jean-Michel Bayle's 1-1 moto tally increases his chances of clinching the 500cc National title in moto one of next week's National in New Berlin, New York.



This Budds' for Bayle, Cooper

By Ken Faught

BUDDS CREEK, MD, OCT. 6

Two down. One to go. Jean-Michel Bayle's 500cc National victory today at Potomac Raceway moved the 22-year-old Frenchman closer to yet another milestone. His wins in both 30-minute plus two-lap motos put the Team Honda rider close to what no rider has ever achieved — winning the Supercross, 250 and 500cc National Championship titles all in the same season.

Bayle's triumph, in front of an estimated 15,000 spectators, increased his championship points lead to 21 over second-placed Jeff Ward, 235-214.

"Obviously we (the Americans) would like to win," said Ward, who finished second overall with 2-3 moto finishes, "but everything has just been going right for him."

And for Bayle, who doesn't seem to care too much how other people view him, the 500cc title could be his after the first moto of next week's final National in New Berlin, New York. If Bayle wins the first moto and Ward doesn't finish any higher than third, the title will go to the Frenchman.

For the second week in a row, Suzuki's Guy Cooper of Stillwater, Oklahoma, managed to gain valuable championship points by scoring the overall win, this time with 1-3 finishing positions.

The 29-year-old defending cham-

pion charged from fourth to first in moto one to beat Jeff Emig, Tallon Vohland and series point leader Mike Kiedrowski.

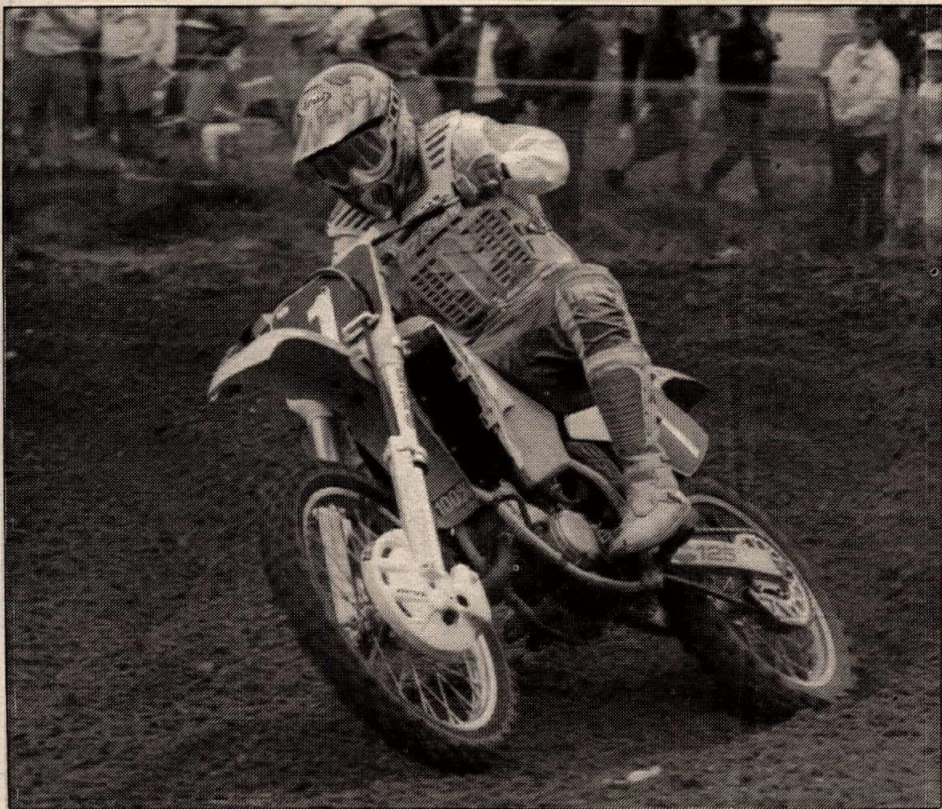
However, in the second moto Kiedrowski made up for some lost points by overtaking early race leader Emig to take the win. Emig finished second, while Cooper's third-place finish was good enough to give him the overall win.

"I'm just happy I'm getting some good, strong finishes," said Cooper, who gained two points on Kiedrowski but still trails by 28 with one round remaining in the 13-race series. "I put a good charge on Emig in the second moto and reeled him in a little, but knew that third was good enough for the overall. I would have liked second, though, for the (championship) points."

500cc National

A total of 69 riders turned out for the 500cc National after the field was shrunk down to 40 men following qualifiers for all those but the top 10 ranked riders.

With gray skies and temperatures in the low 60s, the first moto began with Stanton getting the early drop on the gate to lead Ward, Bayle, Yamaha's Damon Bradshaw, KTM's Mike Fisher



Overall 125cc winner Guy Cooper gained two points on 125cc National Championship points leader Mike Kiedrowski, who holds a 28-point advantage.

and FMF/Aloe-Up's Ray Sommo around the first lap of the high-speed, hard-packed Potomac Speedway course.

Shortly into the race, Fisher's KTM came to an abrupt halt in the middle of the course, forcing him to drag his bike to the side of the track.

"A rock jammed into the chain guide and locked up the bike... it almost sent me over the bars," said Fisher. "I was lucky that it happened where it did because two seconds earlier I cleared a gnarly uphill double. If it would have happened there, it wouldn't have been good."

Meanwhile, Ward got by Bayle for second, but only temporarily. Bayle set up Ward in a tight, left-hand turn preceding a 60-foot double jump and made a clean pass, much to the delight of the crowd.

Two laps later the Frenchman executed the same identical move on Stanton to take the lead. Bradshaw sat back in fourth watching the battle for the top three spots while simultaneously opening up a 10-second cushion over Shaun Kalos, Sommo, Fred Andrews, Gene Naumec, Todd DeHoop, Kurt McMillen and Ron Lechien, all of whom were separated by a few seconds.

At the halfway point, Ward caught a second wind and began pressuring runner-up Stanton, who was two seconds behind leader Bayle. Ward snuck by in a left turn, only to have Stanton retake the position on the following straightaway. A lap later, Ward darted past Stanton but sent the battling duo to the ground in the next turn.

"I had just passed Stanton when I slid out," said Ward, who got up before Stanton to maintain second. "He ran into me and we both lost about 10 seconds to Bayle."

"I actually felt good starting the first moto until Bayle got by," said Stanton, who held on to third place. "Then Ward passed me and we both fell. He was the first to get up and by that time JMB was long gone."

Though Ward gained ground on Bayle in the final stages of the race, he was still more than five seconds behind at the finish. Stanton cruised in 10 seconds behind Ward with Bradshaw finishing a distant fourth.

While much of the attention was

being focused on the leaders, Naumec made his charge to fifth, getting past both Kalos and Sommo before the finish to earn top privateer honors. Kalos and Sommo crossed the finish line sixth and seventh, respectively, while DeHoop eventually was able to shake off McMillen, who hounded him for several laps, to finish eighth. Andrews passed McMillen to finish ninth, and McMillen completed the top 10.

After Bayle holeshot moto two, Bradshaw came back with the flash that has made him a crowd favorite. Bradshaw stuffed his way past the Frenchman while Naumec maintained third ahead of Ward, KTM's Keith Johnson and DeHoop.

Ward soon displaced Naumec to third, but Naumec, of Brooksville, Florida, didn't back off. The Team Green/AXO/Pro Circuit/Dunlop/Shoei/Renthal/Scott/CTi-backed Naumec stayed with Ward for two laps until he couldn't maintain the pace any longer.

Stanton sat back and watched Naumec's valiant effort before passing the 18-year-old on lap four. That made the top five: Bradshaw, Bayle, Ward, Stanton and Naumec.

As has been the case throughout the six-rounds of series, the best battles occurred among the privateers. In this case, Tuf Racing-backed DeHoop, Sommo and Johnson were fighting it out for sixth. Noleen/Oakley/CTi-supported Kalos joined in on the action as Sommo fell back to 10th place behind Tuf Racing's Lechien.

But just when Kalos settled into a comfortable sixth ahead of DeHoop, Johnson and Lechien, the action started to heat up for the lead. Bayle had reeled in Bradshaw and was making every effort to break into the top position.

While Bradshaw defended his lead, Ward also caught the leaders to make it a three-way battle up front. Stanton was six seconds behind, riding alone.

Bayle soon found what he was looking for as Bradshaw bobbled, allowing him to get a better drive at an uphill double jump to take the lead. Bradshaw fought back, but Bayle stayed ahead to record the win.

"It feels good to win both motos," said Bayle, who didn't compete at last year's event at Budds Creek because



Defending 500cc National Champion Jeff Ward (1) rode hard in both motos, but couldn't keep pace with Bayle; he finished with a 3-2 tally and second overall.

Honda team manager Dave Arnold felt Bayle may have ruined Honda's chances of winning the 1990 125cc title because Bayle was feuding with then teammate Mike Kiedrowski. "Now I have it easier going into next week's race."

For his efforts, Bayle pocketed \$2000 of the \$15,000 500cc purse.

"I rode hard and felt I was going pretty good," said second-overall Ward. "I wish I could have won, but that's how things go."

125cc National

Peak Antifreeze/Pro Circuit Honda rider Brian Swink stole the show at the start of moto one after gating perfectly ahead of Kiedrowski, Emig, Cooper and DGY's Doug Henry. On the first lap, Kiedrowski passed Swink and Cooper made a valiant charge past Swink as well that put him second and on the rear fender of Kiedrowski's Kawasaki KX125.

That quickly changed as Cooper charged over a long uphill jump and took the inside line away from the 1989 125cc National Champion. In the process, Cooper hit a nasty braking bump that almost sent his Marshall Plumb-tuned Suzuki RM125 end-over-end. Cooper, however, quickly recovered and took charge of the moto.

Kiedrowski and Swink then went at it for second place as Emig, AXO/Pro Circuit-back Erik Kehoe, Suzuki's Tallon Vohland and Henry rode in close formation close behind. Kiedrowski and Swink jockeyed positions until Kiedrowski finally gained the upper hand and set after Cooper.

The bar-banging battle allowed Emig to catch the pair and become a serious threat for second. Then Kiedrowski crashed, knocking himself back to sixth.

"I came into a corner too fast and the front end washed," said Kiedrowski. "I kept the bike running, but lost several positions."

Emig went into second as Swink fell back to seventh behind third-placed Vohland, Kehoe, Kiedrowski and Jeremy McGrath. Kiedrowski and McGrath eventually got past Kehoe before the checkers flew, making the final order Cooper, Emig, Vohland, Kiedrowski, McGrath and Kehoe. Steve Lamson finished seventh ahead of Henry, Swink and Suzuki's Larry Ward.

In moto two, Emig got the perfect drop of the gate to lead Cooper, Henry, Kiedrowski and Lamson up the start hill and around the tight left-hand first turn. His lead was cut short by Cooper, who quickly established a rapid pace, distancing himself from Emig by 10 bike lengths.

Suzuki's Mike LaRocco soon joined in the action after dropping Steve Lamson to fifth. LaRocco, who fell on the opening lap of the first moto, was not going to be a factor for the top 10 overall.

On the sixth lap, Henry, the privateer winner of the Hangtown 125cc National, slipped to sixth. That allowed the battling duo of Kiedrowski and LaRocco to set their sights on Cooper and Emig, who had closed the gap on the leader, at the head of the pack. It took them two laps before they caught the top two and Kiedrowski made an inside move on a long, power-robbing uphill on the wide-open European-style circuit.

Then Kiedrowski made short work of Cooper, whose luck turned from bad to worse when he crashed and surrendered second place to Emig.

While Cooper picked himself off the ground in third place, LaRocco was

MOTOCROSS AMA National Championship 125/500c MX Series: Rounds 12/5



Jeff Emig (18) battled up front in both motos of the 125cc class; a pair of seconds placed him second behind Cooper.

Doug Henry (31) was a top-five contender in both 125cc motos; here he battles with Mike Kiedrowski, who finished third overall with 4-1 moto finishes.



forced to push his bike back to the pits when mechanical woes halted his charge.

"I crashed and the pipe got forced into one of the radiator hoses," said Mike LaRocco. "I lost all of the coolant and the engine got so hot it locked up."

LaRocco's absence returned Henry to fourth and enabled McGrath to break into the top five. Sixth-placed Vohland had his hands full with Larry Ward. Swink, who gated outside the top 15, was eighth ahead of Suzuki/Acerbis/Pro Circuit-backed Jimmy Gaddis and Peak/Pro Circuit Honda's Jeromy Buehl.

When the checkered flag flew, winner Kiedrowski had more than five seconds on runner-up Emig. Cooper was another 10 seconds behind in third place, and he was followed across the line by Henry, McGrath, Vohland, Ward, Swink, Gaddis and Buehl. Immediately after the race, Emig thought that he had captured his first-ever National win. With both arms raised, the Team Yamaha rider tossed

his goggles to the crowd and let out a big yell.

But Emig apparently forgot the AMA doesn't use the Olympic scoring system that would have allowed his 2-2 score to beat Cooper's 1-3. They instead, award points based on moto finish and then combine them for the overall — which went to Cooper by one point.

Cooper's share of the \$10,000 125cc purse was \$880, but more importantly allowed him to narrow the points margin separating him from Kiedrowski to 28. That means if Kiedrowski places second or better in the first moto of next week's Unadilla National, he will secure the title. **CN**

Results

125 QUAL 1: 1. Billy Schlag (Kaw); 2. Tom Welch (Hon); 3. Cliff Palmer (Suz); 4. Joel Albrecht (Yam); 5. Joel Dengler (Kaw); 6. Lee Walston (Yam); 7. Chris Neal (Suz); 8. Mike McDonald (Suz); 9. Jeff Yentzer (Kaw); 10. Don Biscaglia (Suz); 11. Daniel Jannette (Suz); 12. Steven Childress (Suz); 13. Barry Carsten (Suz); 14. Peter Jastrenski (Kaw); 15. Marc Tiesler (Hon); 16. Billy Cox (Suz); 17. Travis Blackburn (Kaw); 18. Brad Lockhart (Suz); 19. David Barrett (Yam); 20. Michael Bilardello (Suz); 21. James Frazier (Hon); 22. Rob McWhorter (Suz); 23. Jalil Lynch (Hon); 24. Paul Van Hatten (Hon); 25. Steve Earnest

(Kaw); 26. Billy Martin (Hon); 27. Richard Rike (Hon); 28. Anthony Bigi (Yam); 29. Joe Bruce (Hon); 30. James Goodno (Kaw); 31. Eric Roeper (Hon); 32. Robert Livengood (Hon); 33. Steven Herman (Yam); 34. Allen Gavlak (Kaw); 35. Richie Zupko (Kaw); 36. Rob Black (Suz).

125 QUAL 2: 1. Larry Ward (Suz); 2. Tony Graves (Hon); 3. Tallon Vohland (Suz); 4. Jeremy Buehl (Hon); 5. Jimmy Gaddis (Suz); 6. Mike LaRocco (Suz); 7. Butch Smith (Suz); 8. Rick Wetzel (Kaw); 9. Brian Roth (Kaw); 10. Kevin Crine (Hon); 11. Scott Sheak (Kaw); 12. Junior Jackson (Hon); 13. Tim Ferry (Kaw); 14. John Winslow (Suz); 15. Chad Lough (Hon); 16. Shane Slother (Yam); 17. Chad Pederson (Yam); 18. Jason Upshaw (Hon); 19. Ken Kelleten (Suz); 20. Shane Templeton (Suz); 21. Mark Morris (Hon); 22. Simo Cotter (Hon); 23. Shawn Conary (Suz); 24. Chris Fablak (Kaw); 25. Gary Shively (Kaw); 26. Benjamin Law (Hon); 27. Brian Marriot (Kaw); 28. Jim McIlvaine (Hon); 29. Daniel Whitten (Kaw); 30. Zackary Cook (Suz); 31. Keiichiro Kubuki (Hon); 32. Jeffery Lavaute (Yam); 33. Patrick McCormick (Hon); 34. Michael Hall (Hon).

125 CONSI 1: 1. Barry Carsten; 2. Billy Cox; 3. Brad Lockhart; 4. Travis Blackburn; 5. Michael Bilardello; 6. James Frazier; 7. Peter Jastrenski; 8. Rob McWhorter; 9. Billy Martin; 10. Jalil Lynch; 11. Rob Black; 12. Marc Tiesler; 13. Richard Rike; 14. Joe Bruce; 15. Steve Earnest; 16. James Goodno; 17. Anthony Bigi; 18. Eric Roeper; 19. Allen Gavlak; 20. Keiichiro Kubuki.

125 CONSI 2: 1. Tim Ferry; 2. Chad Pederson; 3. John Winslow; 4. Hayden Richards; 5. Mark Morris; 6. Shane Templeton; 7. Jim McIlvaine; 8. Shane Slother; 9. Patrick McCormick; 10. Shawn Conary; 11. Simon Cotter; 12. Chris Gavlak; 13. Michael Hall; 14. Benjamin Law; 15. Ken Kelleten; 16. Gary Shively; 17. Brian Marriot; 18. Zackary Cook; 19. Chad Lough; 20. Jeffery Lavaute.

125 MOTO 1: 1. Guy Cooper (Suz); 2. Jeff Emig (Yam); 3. Tallon Vohland (Suz); 4. Mike Kiedrowski (Kaw); 5. Jeremy McGrath (Hon); 6. Erik Kehoe (Hon); 7. Steve Lamson (Hon); 8. Doug Henry (Yam); 9. Brian Swink (Hon); 10. Larry Ward (Suz); 11. Denny Stephenson (Suz); 12. Jimmy Gaddis (Suz); 13. Cliff Palmer (Suz); 14. Barry Carsten (Suz); 15. Chad Pederson (Yam); 16. Jeromy Buehl (Hon); 17. Chris Neal (Suz); 18. Scott Sheak (Kaw); 19. Steven Childress (Suz); 20. Tony Graves (Hon); 21. Joel Albrecht (Yam); 22. Rick Wetzel (Hon); 23. Mike LaRocco (Suz); 24. Joel Dengler (Kaw); 25. Brian Roth (Kaw); 26. Lee Walston (Yam); 27. Kevin Crine (Hon); 28. John Winslow (Suz); 29. Butch Smith (Suz); 30. Daniel Jannette (Suz); 31. Don Biscaglia (Suz); 32. Brad Lockhart (Suz); 33. Jeff Yentzer (Kaw); 34. Timmy Ferry (Kaw); 35. Buddy Antunez (Yam); 36. Mike McDonald (Suz); 37. Tom Welch (Hon); 38. Junior Jackson (Hon); 39. Billy Schlag (Kaw); 40. Billy Cox (Suz).

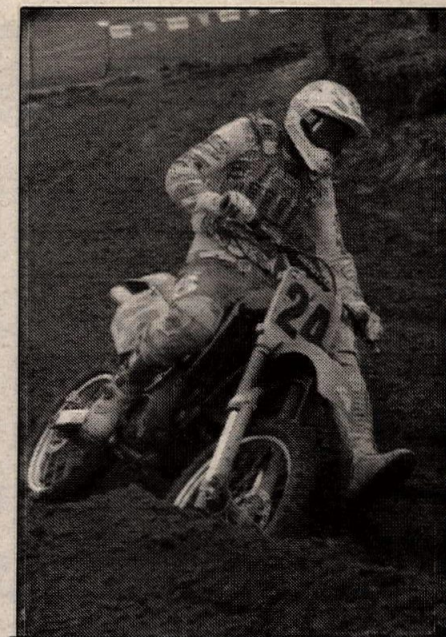
Time: 35 min., 35.00 sec.

125 MOTO 2: 1. Mike Kiedrowski; 2. Jeff Emig; 3. Guy Cooper; 4. Doug Henry; 5. Jeremy McGrath; 6. Tallon Vohland; 7. Larry Ward; 8. Brian Swink; 9. Jimmy Gaddis; 10. Jeromy Buehl; 11. Steve Lamson; 12. Cliff Palmer; 13. Scott Sheak; 14. Erik Kehoe; 15. Barry Carsten; 16. Butch Smith; 17. Billy Schlag; 18. Timmy Ferry; 19. Daniel Jannette; 20. Buddy Antunez; 21. Steven Childress; 22. Joel Albrecht; 23. Tom Welch; 24. Joel Dengler; 25. Lee Walston; 26. Tony Graves; 27. John Winslow; 28. Brian Roth; 29. Don Biscaglia; 30. Chad Pederson; 31. Mike McDonald; 32. Mike LaRocco; 33. Denny Stephenson; 34. Kevin Crine; 35. Jeff Yentzer; 36. Chris Neal; 37. Brad Lockhart; 38. Rick Wetzel; 39. Junior Jackson; 40. Billy Cox.

Time: 35 min., 46.00 sec.

125 O/A: 1. Guy Cooper (Suz); 2. Jeff Emig (Yam); 3. Mike Kiedrowski (Kaw); 4. Tallon Vohland (Suz); 5. Jeremy McGrath (Hon); 6. Doug Henry (Yam); 7. Larry Ward (Suz); 8. Brian Swink (Hon); 9. Steve Lamson (Hon); 10. Erik Kehoe (Hon); 11. Jimmy Gaddis (Suz); 12. Cliff Palmer (Suz); 13. Jeromy Buehl (Hon); 14. Barry Carsten (Suz); 15. Scott Sheak (Kaw); 16. Denny Stephenson (Suz); 17. Chad Pederson (Yam); 18. Butch Smith (Suz); 19. Billy Schlag (Kaw); 20. Chris Neal (Suz); 21. Timmy Ferry (Kaw); 22. Daniel Jannette (Suz); 23. Steven Childress (Suz); 24. Buddy Antunez (Yam); 25. Tony Graves (Hon).

NATIONAL CHAMPIONSHIP 125 MX SERIES POINT STANDINGS: 1. Mike Kiedrowski (468) 3 wins; 2. Guy Cooper (440) 4 wins; 3. Jeff Emig (355); 4. Brian Swink (339) 1 win; 5. Jeremy McGrath (325); 6. Steve Lamson (277); 7. Doug Henry (259) 1 win; 8. Buddy Antunez (232); 9. Denny Stephenson (224);



Gene Naumec finished fifth overall for top privateer honors in the 500cc class.

10. Erik Kehoe (217); 11. Tyson Vohland (178); 12. Tallon Vohland (165); 13. Mike LaRocco (144) 2 wins; 14. Larry Ward (137) 1 win; 15. Barry Carsten (121); 16. Jimmy Gaddis (101); 17. Jeromy Buehl (100); 18. Jimmy Button (85); 19. David Beckington (75); 20. Butch Smith (68).

500 QUAL 1: 1. Mike Fisher (KTM); 2. Dag Boyesen (Kaw); 3. Brian Carroll (Hon); 4. Justin Jackson (Suz); 5. Jeff Glass (Hon); 6. Tom Carson (Kaw); 7. Keith Johnson (KTM); 8. Mike Moore (Kaw); 9. Lance Eubank (Kaw); 10. Britt Woodring (Hon); 11. Earl May (Hon); 12. Philip Carlin (Hon); 13. Grayson Hart (Hon); 14. Vruce Stratton (Yam); 15. Steve Brown (Hon); 16. Tim Schnelyun (Kaw); 17. Ian Riley (Yam); 18. James Kapitan (Kaw); 19. Henry Knabe (Kaw); 20. James Nagy (Kaw).

500 QUAL 2: 1. Shaun Kalos (Kaw); 2. Todd DeHoop (Kaw); 3. Mikel Larson (Hon); 4. Rich Taylor (Hon); 5. Lance Smail (Kaw); 6. Greg Kreinbrook (Kaw); 7. Carl Vaillancourt (Hon); 8. Bill Walin (Hon); 9. Brian Austin (Kaw); 10. Jason Buttle (Kaw); 11. Mike Roth (Hon); 12. Kip Sandell (Yam); 13. David Gaylord (Kaw); 14. Kurt McMillen (Hon); 15. Marc Peters (Hon); 16. Jason Young (Hon); 17. Brian Years (Hon); 18. Claude Willett (Hon); 19. George Wolter (Hon); 20. James Wilson (Kaw).

500 CONSI: 1. Kurt McMillen; 2. Jason Young; 3. James Kapitan; 4. Mick Pentoney; 5. Bruce Stratton; 6. Eric Sandstrom; 7. Todd DeHoop; 8. Tim Schnelyun; 9. Brian Years; 10. Jay Rassa; 11. George Wolter; 12. Claude Willett; 13. Robert Burfield; 14. Joseph Fioco; 15. Dwain Miller; 16. Matthew Forman; 17. Ronal Potenski; 18. Ian Riley; 19. James Nagy; 20. Henry Knabe.

500 MOTO 1: 1. Jean-Michel Bayle (Hon); 2. Jeff Ward (Kaw); 3. Jeff Stanton (Hon); 4. Damon Bradshaw (Yam); 5. Gene Naumec (Kaw); 6. Shaun Kalos (Kaw); 7. Ray Sommo (Kaw); 8. Todd DeHoop (Kaw); 9. Fred Andrews (Kaw); 10. Kurt McMillen (Hon); 11. Keith Bowen (KTM); 12. Tom Carson (Kaw); 13. Jason Buttle (Kaw); 14. Jeff Glass (Hon); 15. Ron Lechien (Kaw); 16. Carl Vaillancourt (Hon); 17. Dag Boyesen (Kaw); 18. Kip Sandell (Yam); 19. Brian Wallin (Hon); 20. Mike Roth (Hon); 21. Greg Kreinbrook (Kaw); 22. Mike Moore (Kaw); 23. Brian Carroll (Hon); 24. James Kapitan (Kaw); 25. Justin Jackson (Kaw); 26. Britt Woodring (Hon); 27. Earl May (Hon); 28. Lance Eubank (Kaw); 29. Philip Carlin (Hon); 30. Grayson Hart (Hon); 31. Jason Young (Hon); 32. Mick Pentoney (Kaw); 33. Bruce Stratton (Yam); 34. Brian Austin (Kaw); 35. Mikel Larson (Hon); 36. Keith Johnson (KTM); 37. Rich Taylor (Hon); 38. Eric Sandstrom (Hon); 39. Mike Fisher (KTM); 40. Lance Smail (Kaw).

Time: 38:48.00

500 MOTO 2: 1. Jean-Michel Bayle; 2. Damon Bradshaw; 3. Jeff Ward; 4. Jeff Stanton; 5. Gene Naumec; 6. Shaun Kalos; 7. Todd DeHoop; 8. Keith Johnson; 9. Ron Lechien; 10. Ray Sommo; 11. Kurt McMillen; 12. Dag Boyesen; 13. Carl Vaillancourt; 14. Kip Sandell; 15. Fred Andrews; 16. Rich Taylor; 17. Brian Carroll; 18. Tom Carson; 19. Jeff Glass; 20. Bill Wallin; 21. Keith Bowen; 22. Justin Jackson; 23. Mike Moore; 24. Mike Roth; 25. Mikel Larson; 26. Earl May; 27. Bruce Stratton; 28. Mick Pentoney; 29. Grayson Hart; 30. Britt Woodring; 31. Brian Austin; 32. Eric Sandstrom; 33. Philip Carlin; 34. James Kapitan; 35. Jason Buttle; 36. Greg Kreinbrook; 37. Mike Fisher; 38. Lance Eubank; 39. Jason Young; 40. Lance Smail.

Time: 34:48.00

500 O/A: 1. Jean-Michel Bayle (Hon); 2. Jeff Ward (Kaw); 3. Damon Bradshaw (Yam); 4. Jeff Stanton (Hon); 5. Gene Naumec (Kaw); 6. Shaun Kalos (Kaw); 7. Todd DeHoop (Kaw); 8. Ray Sommo (Kaw); 9. Kurt McMillen (Hon); 10. Ron Lechien (Kaw); 11. Fred Andrews (Kaw); 12. Keith Johnson (KTM); 13. Dag Boyesen (Kaw); 14. Carl Vaillancourt (Hon); 15. Tom Carson (Kaw); 16. Kip Sandell (Yam); 17. Keith Bowen (KTM); 18. Jeff Glass (Hon); 19. Jason Buttle (Kaw); 20. Rich Taylor (Hon); 21. Brian Carroll (Hon); 22. Brian Wallin (Hon); 23. Mike Roth (Hon).

NATIONAL CHAMPIONSHIP 500 MX SERIES POINT STANDINGS: 1. Jean-Michel Bayle (235) 3 wins; 2. Jeff Ward (214) 2 wins; 3. Jeff Stanton (206); 4. Damon Bradshaw (178); 5. Ron Lechien (132); 6. Gene Naumec (119); 7. Keith Bowen (97); 8. Fred Andrews (85); 9. Ray Sommo (83); 10. Doug Dubach (72); 11. (tie) Kip Sandell/Shawn Kalos (66); 12. Todd DeHoop (62); 14. Keith Johnson (54); 15. Rich Taylor (53); 16. Lance Smail (52); 17. Dag Boyesen (50); 18. Mike Fisher (43); 19. (tie) Tom Carson/Kurt McMillen (33).



WARD PUTS THE PEDAL TO THE METAL AT STEEL CITY.

On Sept. 29th, Team Kawasaki's

Jeff Ward gave Steel City, U.S.A.

a lesson in how to work with metal.

The defending 500cc National

Champion forged his third

consecutive win at the facility,

leading the way aboard his KX500.

For Wardy, the victory was the

53rd in his remarkable 14-year

National career. He's now squarely

in second place in the 500cc

National series championship.

And with this victory proves once

again, that in any race he enters,

Jeff Ward is tough as nails.

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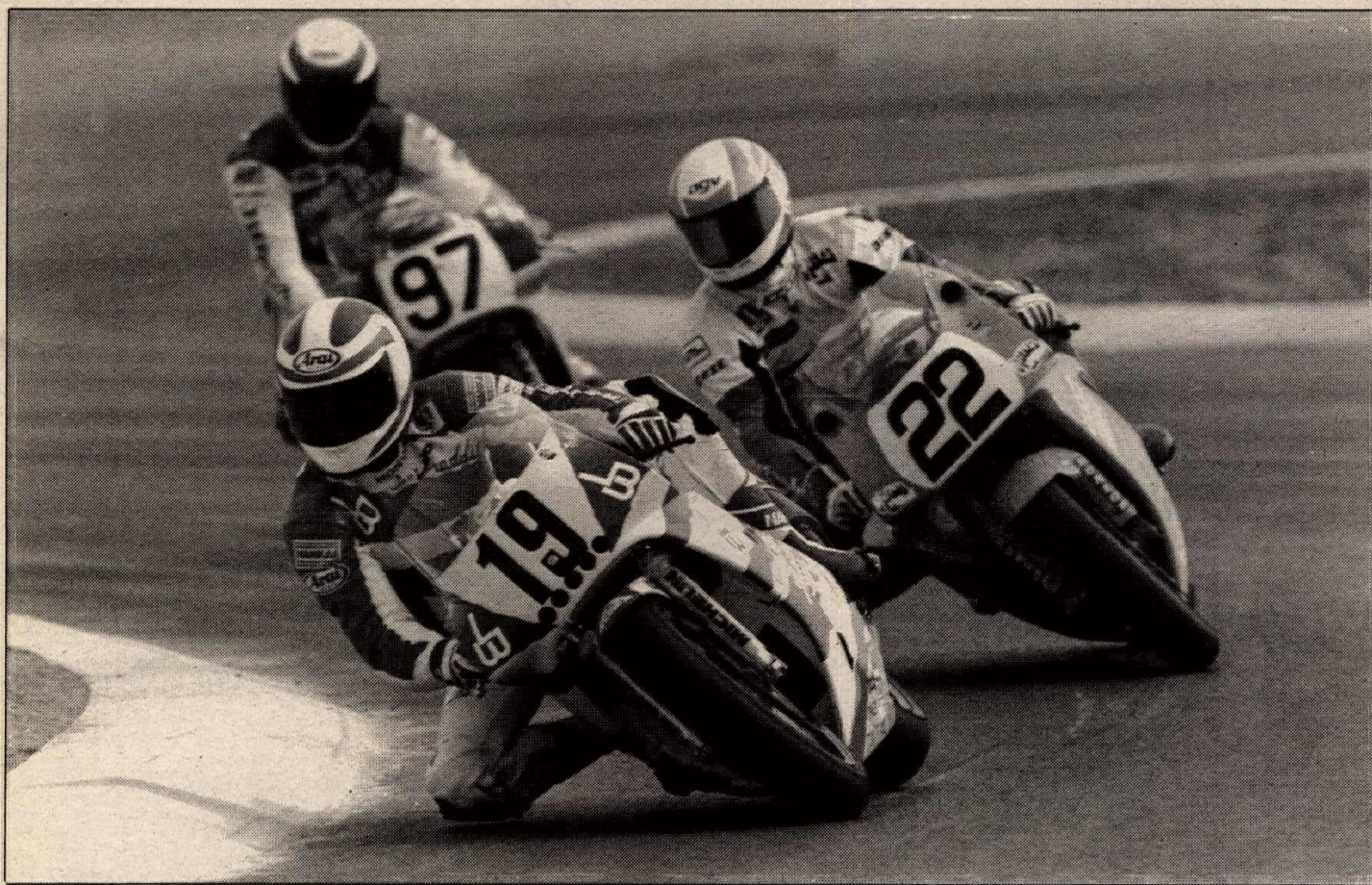
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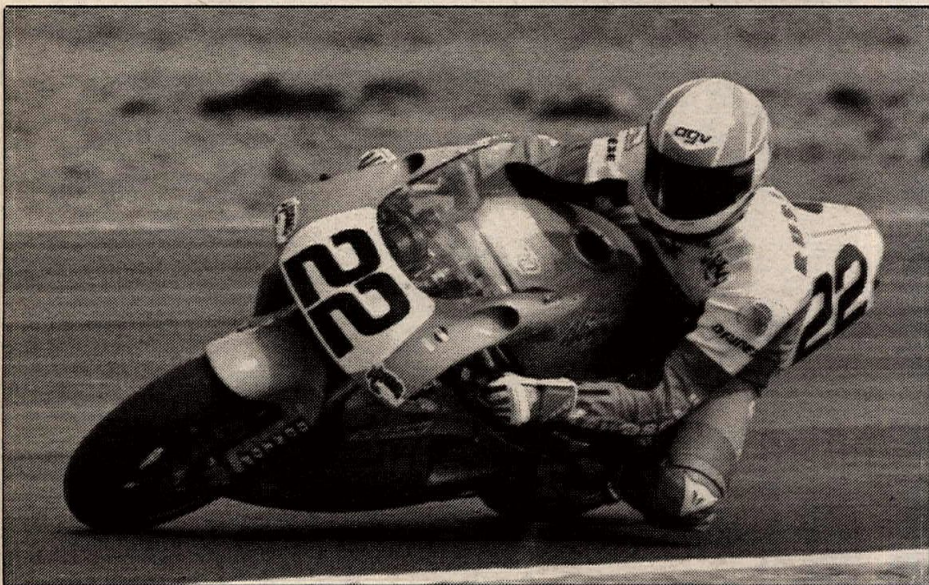
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ROAD RACE AMA Superbike National Championship: Round 7



Freddie Spencer (19) jumped out front before having tire problems; here he leads Scott Russell (22) and Miguel DuHamel (97).

Russell's win moves him into serious contention for the Superbike National title.



Russell stays in title contention with Texas win

By Henny Ray Abrams

COLLEGE STATION, TX, OCT. 6

Starting from the pole position, Muzzy Kawasaki's Scott Russell dispatched with a few early challenges to dominate the inaugural Superbike National at Texas World Speedway and in doing so guaranteed that the final AMA National of the season in Miami will be a race for the title.

"It took me a little longer to get into first than I wanted," the Georgian said. "Freddie (Spencer), Miguel (DuHamel), and Jamie (James) got out on me early on. I just lowered my head and went after them."

DuHamel finished second, 11.804 seconds in arrears, but about 11 seconds in front of Vance & Hines' Thomas Stevens, who finished third. Stevens still leads the championship

by four points, 108-104. If Russell wins in Miami, Stevens would have to finish second to claim the title by a single point.

The Texas World victory was Russell's fourth and he completed the 34-lap, 61.2-mile race in 38 minutes, 49.272 seconds at an average speed of 94.587 mph.

Fourth place went to Stevens' V&H teammate Jamie James, slowed enough by a still healing shoulder to allow his teammate past and gain a few more championship points.

Mike Smith registered his best finish ever on the Yoshimura Suzuki, a fifth, improving with every lap and clocking his best time two laps from the end.

Finishing well back in sixth was Commonwealth Honda's Rich Arnaiz,

a split Dunlop rear tire slowing his drive, though he was able to hold off Jacques Guenette, Jr. on the second Muzzy Kawasaki.

The Boys-backed Dale Quarterley, Vance & Hines' Larry Schwarzbach, and Yoshimura Suzuki's Tommy Lynch rounded out the top 10 finishers.

Two Brothers Racing's Freddie Spencer, who'd qualified second, led briefly before pitting for a tire change when he blistered his Michelin rear. He re-joined the race to finish 18th.

His teammate for the weekend, Mike Baldwin, fared less well, his engine expiring on the 10th lap. Baldwin suspected a dropped valve.

The race weekend got off to a slow start, not surprising since this was only the second event the facility had hosted since it was recently resurrected. Thursday's practice was wiped out for last minute changes to the 1.8-mile track; concrete curbs had been added to the inside of the corners since the recent ARCA sports car race, but riders felt that if they ran through a corner and hit the back of one they could do serious damage. They were quickly back-filled, but that coated the corners with dirt, necessitating a high-pressure washing.

When the riders finally hit the track on Friday, they were cautious and found only one line through most of the corners. Times improved with every lap and they knew they'd be fastest in Sunday's finals.

Almost to a person, they praised the track for its safety, its variety of corners, and the organizers' attention to their concerns. Most said they'd like to come back and if the crowd, generously estimated at 10,000, but likely less than half that, doesn't deter the track owners, they probably will.

The field of 29 riders were green-flagged under a bright Texas sun and light breeze with DuHamel jetting into the sweeping turn one ahead of Spencer, James, and Russell.

By the third lap Spencer was up on DuHamel's tail with Russell chasing James and Smith leading Stevens and Quarterley.

Spencer took the lead on the fourth lap, re-passing DuHamel who'd

drafted by him at the line and leading him through the infield. On the same lap, Russell dropped James back and Stevens moved up so the Vance & Hines bikes were fourth and fifth. James' shoulder, injured during a test before the Suzuka 8-Hour, was slowing him down and once Russell got past he made a decision.

"I clearly couldn't handle Scott," James said. "I knew I couldn't beat Scott so I let Thomas by me. After five-six laps running with this shoulder, it got weak. There's a lot of left-to-rights and it wore me down."

On the sixth lap Russell was up with the leaders, picking off DuHamel on the seventh and Spencer on the eighth. The race for the lead was over, even though Spencer tried to give chase.

"I was running low eights (1:08 lap times) when Scott came by," Spencer said. "The rear was starting to come around a bit off throttle and it hurt me in my strongest parts of the track: the kink and coming on to the straight. After three or four laps I knew I had to watch the rear tire."

The pair put some daylight on DuHamel in traffic, the French Canadian having trouble with his steering.

"In the infield I was in trouble," DuHamel said. "I couldn't get the bike where I wanted. I changed lines and that didn't help. I tried making it up going into one and going into three. The track was still greasy on the outside and I had trouble with the front pushing."

Behind DuHamel, James had let Stevens by on the eighth lap with Smith riding alone in front of the trio of Quarterley, Arnaiz and Guenette. Quarterley's muffler had broken early in the race, though it didn't slow him. His bigger problem was the factory power of Arnaiz and Guenette. "They'd waste me on the straight," he said.

As the race approached mid-point, Russell was running under his qualifying time and had closed to two seconds on Spencer. Spencer pulled in on the 19th lap for a tire change after motioning to his crew a lap earlier to be ready.

"I went into the kink and it was like somebody hit the rear brake," Spencer said of the way his rear end stepped out as his rear tire blistered. "I thought I'd be in the dirt. It straightened up on the edge of the track." After the tire change, Spencer went out and did three laps in the high 1:07s before pulling in a second time for another change with just a few laps to go.

DuHamel, who was within a second and a half of Spencer when he pulled off, later said he saw a chunk of rubber come off of Spencer's rear tire.

With his pit stop, DuHamel inherited second, ahead of Stevens, James, Smith, Arnaiz, and Guenette. The order changed very little to the end, with the race between Arnaiz and Guenette being the best within the race.

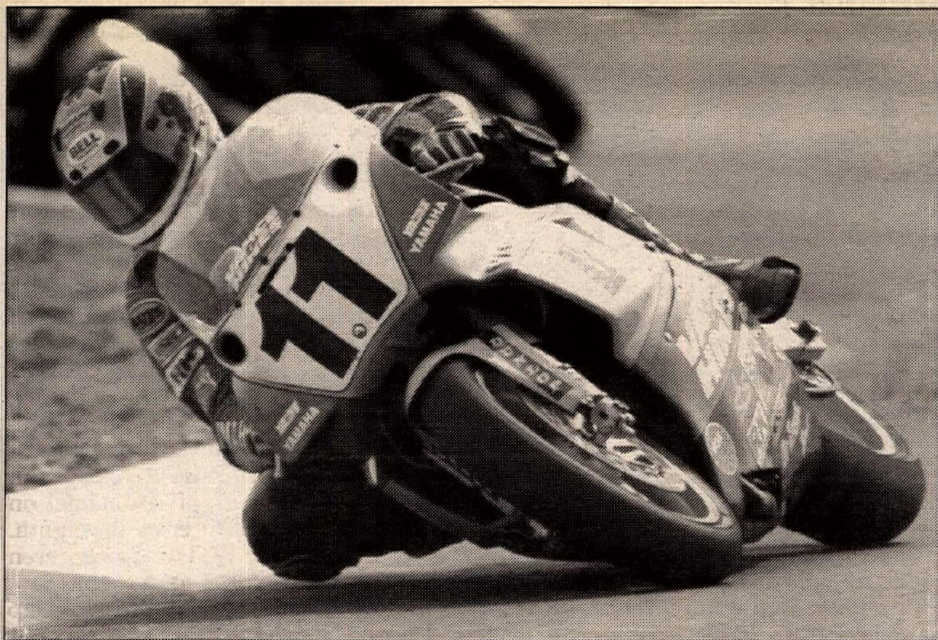
The win went to Russell, his second to last lap an unofficial 1:07.772, easily the fastest of the weekend. Among the other riders, there was a consensus that his machine was also the fastest.

"My bike's fast for sure," Russell said. "It's always fast. It's a damn rocketship. The tires were perfect. You can't ask for more."

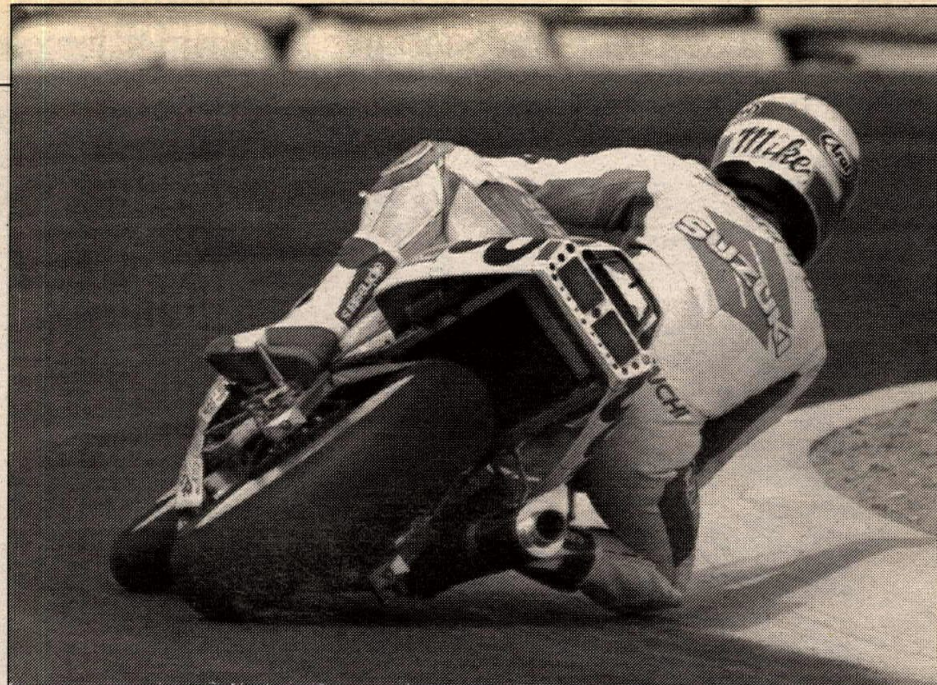
The only trouble Russell had was with traffic in the infield. "I really got frustrated," he said.

DuHamel was also frustrated after watching Spencer and Russell go by, but his steering trouble stopped him. "I'd catch up some to Scotty, then slow down a bit," he said.

Third-placed Stevens said he, "did the best I could with the way the bike



Thomas Stevens finished third, but saw his point lead dwindle to four points.



Georgian Mike Smith finished fifth, his best performance of the seven-race-old season.

worked. The guys got away early. Going into the race I thought it was running real well," he said, though he wouldn't elaborate on any problems. Unofficially, he was about 14 seconds in front of teammate James, in fourth.

"The plate in my shoulder is sticking up, floating around," James said. "It kind of makes the shoulder go dead. As soon as I get it out, I'll get up to speed."

Getting up to speed is what Smith has spent all season doing. This was only his third race on the Yoshimura Superbike and second full race after an early season injury and he felt he was making progress. His progress in the race began once he located his pit board.

"I couldn't find the pit board; we didn't practice it all weekend," Smith said. "In the slow stuff I could see if

I was gaining or losing. Jamie's lead was a maximum of seven seconds and I gained it up to four, four and a half. The bike ran good. It was the best setup all year."

Smith finished close to 15 seconds ahead of Arnaiz, the winner in the race-long battle with Guenette, though he was hoping for better.

"The rear would grip, then slip, grip, then slip," he explained. "There was just no traction," he added, looking at a split down the middle of his rear slick. "I couldn't get a drive off turn two." Arnaiz was waiting for Guenette to make a last lap dash. "I knew I had to be in the right spot or he'd stick me." **CN**

Results

QUALIFYING: 1. Scott Russell (1:08.325); 2. Freddie Spencer (1:08.675); 3. Jamie James (1:08.775);

4. Miguel DuHamel (1:08.876); 5. Thomas Stevens (1:09.393); 6. Mike Smith (1:09.644); 7. Rich Arnaiz (1:09.755); 8. Dale Quarterley (1:09.863); 9. Jacques Guenette, Jr. (1:09.961); 10. Pascal Picotte (1:10.024); 11. Eric Moe (1:10.076); 12. Tommy Lynch (1:10.480); 13. Mike Baldwin (1:10.578); 14. Larry Schwartzbach (1:10.668); 15. Jimmy Adamo (1:11.071); 16. Tom Kipp (1:11.701); 17. John Hopperstad (1:11.791); 18. Christian Gardner (1:11.922); 19. Britt Turkington (1:12.031); 20. Linnley Clarke (1:12.031); 21. Mario DuHamel (1:12.158); 22. Joe B. Williams (1:12.321); 23. Brad Hazen (1:13.150); 24. Peter Villacaro (1:13.838); 25. Jesus Rodriguez (1:13.947); 26. Craig Gleason (1:14.622); 27. Pablo Real (1:14.745); 28. Greg Abbott (1:15.839); 29. Oliver Billingsley (1:15.863); 30. Bobby Franklin (1:17.320); 31. Pete Martins (1:17.951); 32. Greg Kopp (1:18.183).

SUPERBIKE NAT'L: 1. Scott Russell (Kaw); 2. Miguel DuHamel (Hon); 3. Thomas Stevens (Yam); 4. Jamie James (Yam); 5. Mike Smith (Suz); 6. Rich Arnaiz (Hon); 7. Jacques Guenette, Jr. (Kaw); 8. Dale Quarterley (Hon); 9. Larry Schwartzbach (Yam); 10. Tommy Lynch (Suz); 11. Pascal Picotte (Duc); 12. Tom Kipp (Yam); 13. Eric Moe (Hon); 14. John Hopperstad (Yam); 15. Brad Hazen (Yam); 16. Joe B. Williams (Hon); 17. Christian Gardner (Yam); 18. Freddie Spencer (Hon); 19. Jesus Rodriguez (Hon); 20. Greg Abbott (Suz); 21. Peter Villacaro (Kaw); 22. Mario DuHamel (Suz); 23. Pete Martins (Suz); 24. Linnley Clarke (Yam); 25. Bobby Franklin (Suz); 26. Oliver Billingsley (Suz); 27. Mike Baldwin

(Hon); 28. Britt Turkington (Suz); 29. Craig Gleason (Suz).

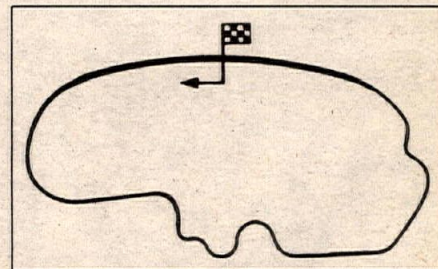
Time: 38 min., 49.272 sec.

Distance: 34 laps, 61.2 miles.

Average Speed: 94.587 mph.

Margin of Victory: 11.804 sec.

C'SHIP POINT STANDINGS: 1. Thomas Stevens (108) 1 win; 2. Scott Russell (104) 4 wins; 3. Miguel DuHamel (88) 1 win; 4. Jamie James (73) 1 win; 5. Dale Quarterley (53); 6. Rich Arnaiz (52); 7. Jacques Guenette, Jr. (46); 8. Pascal Picotte (38); 9. Tommy Lynch (37); 10. Tom Kipp (36); 11. Freddie Spencer (28); 12. Reuben McMurtter (27); 13. Jimmy Adamo (21); 14. John Hopperstad (20); 15. Mike Smith (19).



Russell slips by Spencer for pole

Two Brothers Racing's Freddie Spencer was one of the few riders who'd raced at Texas World Speedway in the mid to late '70s. "It was a little different then," Spencer said. But local knowledge seemed to be urging him on — he was fast superbike after both of the first two sessions.

But in the bright and windy third session he couldn't get a clear lap and Kawasaki's Scott Russell (right) bested Spencer's best by .350-of-second to take his fourth pole of the season.

Russell said the difference in the third session was that he brought the rear end of the Muzzy Kawasaki up: "It steers a little better and tracks better," he said. "It goes where you put it. At high speed it was a problem in the first session. Wherever I was at, the bike wouldn't hold a line. I felt uncomfortable."

He also said that he'd altered his approach to the sweeping first turn.

"There was a slick line in the middle of the track," the Georgian added. "To enter the corner right you have to cross it then re-cross it. I was following the line around on the outside."

With few opportunities to pass on the infield, Russell felt he could have gone faster if the wind was less severe and there was less traffic. "I know that with a new tire and good conditions I could go faster," he said.

"It was frustrating," Spencer said, echoing Russell's complaints about traffic. "I remember the '85 French GP at Le Mans. It was the last session and it went the same way; I couldn't get one clear lap."

With less than two minutes to go in the session, Spencer went for the pole, but came up on Vance & Hines' Thomas Stevens in the worst part of the track. "There's one line through there. I'd gone quicker to then. It's just hard to pass here. When you're blocked up by three or four people, and there's one line, you don't want to take a chance. I feel comfortable with the time."

Asked if he thought he could win his first race since 1985 the former World Champion said: "We feel we can run at that pace. We were there at the end of Topeka. Here you've got Miguel, Scott, Jamie, a lot of guys."

One noticeable improvement in Spencer's riding as the season progressed has been his work in traffic. Early in the season he was far too timid, the talent level of those around him an unknown.

"I've never been one to take a whole lot of chances. It's hard to gauge the people. It depends on the series," Spencer said.

Still, it was Spencer's best qualifying performance of the season, even though he was under-geared for the final session.



"We'd geared it taller," Spencer began, "but I was still on the rev limiter."

A fellow Louisianan, Vance & Hines' Jamie James, was third fastest, a tenth of a second behind Spencer. James felt he made up time going into one, but was slowed in the switchbacks because the shoulder he'd injured earlier in the season wasn't fully healed.

"I'm a little late sometimes, getting it from left to right," he said. James compensated by changing his riding style and his crew was tuning his engines to get off the corners better. "There are so many little, tight corners, the engine has to work well and give you a decent amount of grunt," he said.

Just over a tenth behind James came Commonwealth Honda's Miguel DuHamel. The French Canadian improved about a second per session to take the final spot on the front row. He, too, thought he could have gone better but was slowed by too much pit work.

"In the last session we tried a lot of different stuff in the front forks — oil, rebound. We have a stability problem. The front end tends to wave going up and down the banking," he said. "We're getting the bike to steer quicker in the tight stuff, also."

DuHamel said in the third session he, "came in, went out. Came in, went out. We had a rear brake line cut and that made the rear tire slippery, so we changed tires. With 1:57 to go in the session I went out and when I came across the line there were 39 seconds left. It was my best lap time and I know if there was more time I could be up to Freddie or Scott."

Fifth-fastest was Vance & Hines' Thomas Stevens, after having the final session mostly scuttled by "problems that couldn't be overcome on the pit wall. I can't say what it was. It was a small problem, but it can be one big pain in the neck. We've already fixed it. It's disappointing because I didn't want to be knocked off the front row," he said.

Yoshimura Suzuki's Mike Smith was sixth fastest followed by the second Commonwealth Honda of Rich Arnaiz which wasn't improving.

"We've just been sitting in the same spot," Arnaiz said. "We've been a lot faster, but not good enough to bump us up. In the last session we had a few more problems with the front. We were hitting the rev limiter with the wind. It's been a slow process, but we've been doing everything right."

For the morning practice, Arnaiz said the team was going to try some new gearing.

Dale Quarterley filled out the second row, eighth fastest among the 32 qualifiers.

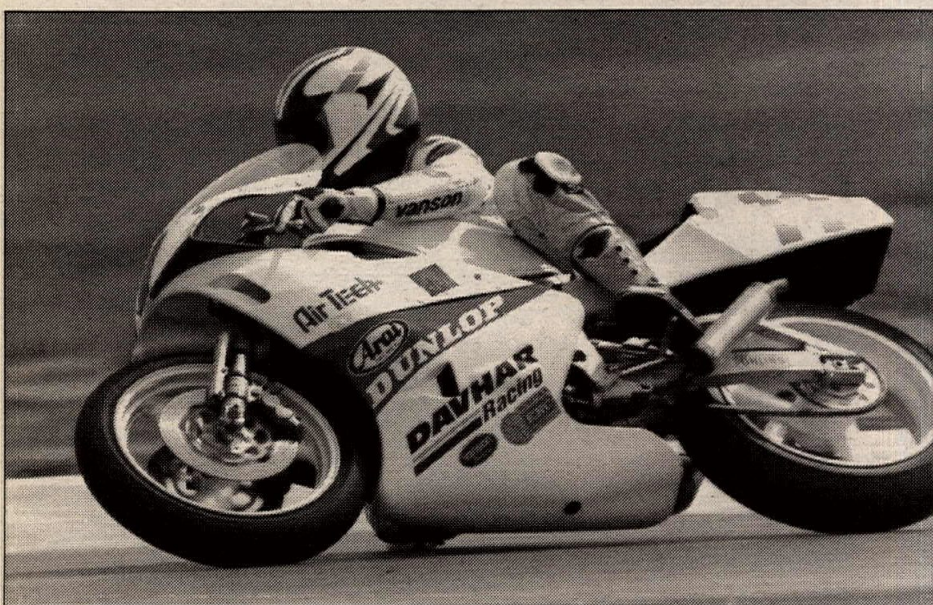
Notable among the other qualifiers was Mike Baldwin, teamed with Spencer on the Two Brothers team in place of the injured Steve Crevier, and racing for the first time since Daytona. Baldwin said he wasn't in racing shape and felt sore after Saturday's practice. He was also slowed somewhat by tires. He'd agreed to test Bridgestone slicks, but couldn't find one that worked well enough to last the entire race. After switching to Michelins, he was well behind in setting up suspension and gearing. "I'm not here to win the race. I just want to be up there at the finish," the three-time National champ said.

ROAD RACE AMA 250cc Grand Prix Series: Round 7



Jimmy Filice (65) leads Jon Cornwell (49) and the rest early in the 250cc race.

Chris D'Aluisio soon took over the 250cc lead and he held it to the finish.



D'Aluisio back on track at Texas World Speedway

By Henny Ray Abrams

COLLEGE STATION, TX, OCT. 6

DavHar Racing's Chris D'Aluisio had a few problems at the start of the 250cc Grand Prix at Texas World Speedway. First, he got away poorly, then he found his recently rebuilt Yamaha TZ250 didn't want to run. Once it began to clear up, he made his move.

"At first I could see the guys out front weren't going anywhere," he said. "I decided it was my turn to go."

D'Aluisio moved into third, past Rick Kirk on the fifth lap, he then passed Jon Cornwell on the seventh before setting his sights on race-leader Jimmy Filice on the LA MotorWorks Yamaha. After stalking him for a few laps, D'Aluisio took the lead on the 10th of 28 laps and went on to win by 7.524 seconds.

Filice was second, Cornwell third on the JJ Barnike Ltd/Equipe Castor/Castrol-backed TZ250, with Lassak Racing's Rick Kirk fourth. Gold Hill Racing's Danny Walker was a photo finish fifth ahead of Del Amo Yamaha/Motorcyclist's Nick Ienatsch.

D'Aluisio averaged 92.073 mph during the 32-minute, 50.603-second race.

The points standings are headed by

Filice with 96 to Ienatsch's 85 and D'Aluisio's 84 with one race to run.

The jump on the 16-rider field went to Filice, quickly into turn one ahead of Cornwell, Kirk, and Ienatsch. D'Aluisio was farther back and finding it tough going.

"The bike was not up to speed right off," he said. "I had to have a massive drive to keep up with them. I had no doubt it would clear out."

The top eight were split into four pairs on the fourth lap, Filice leading Cornwell, D'Aluisio leading Kirk, Walker in front of Ienatsch, and Rick Tripodi ahead of Martin Miller.

By the seventh lap, D'Aluisio was up to third, Kirk was alone, and Walker and Ienatsch were locked up in a race to the finish. "I'd pick up, then lose in traffic," Ienatsch said. "When he was ahead of me I just kept pushing, trying his line in turn one."

Filice relinquished the lead on the 10th lap, though he wasn't giving up. He stuck close to D'Aluisio, the margin changing briefly in traffic, the lap times for both falling. After qualifying at 1:10.554, D'Aluisio was in the mid-nines and would do a best of 1:09.3 late in the race. It wasn't until the final

third of the race that he was able to put any distance on Filice and feel secure about the win.

Soon after being passed, Filice realized that D'Aluisio was pulling him off the corners and on top speed. "I decided to finish second," he said.

"It was an easy race. We were cutting good lap times in the nines real comfortably. He was sticking with me early. I saw zero-plus, zero-plus on my lap boards. When he passed me I followed him for a few laps and pressured him hoping he would make a mistake and he didn't."

Both Cornwell and Kirk were well alone in third and fourth, respectively, but for different reasons.

"I don't want to make any comments about the bike, but it wasn't running good," Cornwell said. "When Chris came by I knew it wasn't as strong as his. I couldn't draft and stay with him on the straight. I let them go."

Kirk felt he had the engine to move to the front, but not the chassis, his 1990 model unable to handle the tight part of the track as well as the current TZs.

"The engine is plenty strong enough to win," he said, but added he couldn't get it through the ess turns as well. "You always want to win, but fourth place, I'll take it."

The race for fifth came down to the line, literally, with Walker getting it

in a photo finish. Ienatsch said he didn't want to "get sideways and blow his drive" out of the last turn onto the front straight. "He was just a little tougher," Ienatsch said, adding that he was still happy with the race. "I got into the 10s, 10.8. I qualified 12.8 and ran 10.8."

Martin Miller finished seventh with Tripodi eighth, Doug Carmichael ninth, and William Himmelsbach 10th. **CN**

Results

QUALIFYING: 1. Chris D'Aluisio (1:10.554); 2. Jim Filice (1:10.735); 3. Jon Cornwell (1:11.047); 4. Danny Walker (1:11.483); 5. Rick Kirk (1:11.752); 6. Nick Ienatsch (1:12.882); 7. Rick Tripodi (1:13.085); 8. Jimmy Mosley (1:13.566); 9. Doug Carmichael (1:14.229); 10. Martin Miller (1:14.664); 11. William Himmelsbach (1:15.146); 12. Kurt Dimick (1:16.403); 13. John France (1:17.764); 14. Thornton McPheeters (1:17.958); 15. Andrew Perkins (1:18.868); 16. Frank Klementich (1:22.596).

250cc NATIONAL: 1. Chris D'Aluisio (Yam); 2. Jimmy Filice (Yam); 3. Jon Cornwell (Yam); 4. Rick Kirk (Yam); 5. Danny Walker (Yam); 6. Nick Ienatsch (Yam); 7. Martin Miller (Yam); 8. Rick Tripodi (Yam); 9. Doug Carmichael (Yam); 10. William Himmelsbach (Yam); 11. Jimmy Mosley (Yam); 12. Kurt Dimick (Yam); 13. John France (Yam); 14. Thornton McPheeters (Hon); 15. Andrew Perkins (Yam); 16. Frank Klementich (Yam).

Time: 32 min., 50.603 sec.

Distance: 28 laps, 50.4 miles.

Average Speed: 92.073 mph.

Margin of Victory: 7.524 sec.

C'SHIP POINT STANDINGS: 1. Jimmy Filice (96) 2 wins; 2. Nick Ienatsch (85); 3. Chris D'Aluisio (84) 3 wins; 4. Rick Kirk (69); 5. Danny Walker (62); 6. Rick Tripodi (61); 7. Jon Cornwell (49); 8. Tom Paris (46); 9. Mike Sullivan (42); 10. Brad Sawyer (39); 11. William Himmelsbach (32); 12. Martin Miller (27); 13. Don Greene (24); 14. (TIE) Andrew Trevitt/Joe Cole (16).

D'Aluisio bounces back to earn pole

The track was new, the bike was new, one session was lost because the track wasn't ready and half of another session was lost with a bad front tire, but none of this stopped DavHar Racing's Chris D'Aluisio from earning his fourth pole position of the year.

The Connecticut native lapped the 1.8-mile track in one-minute, 10.554-seconds, averaging 91.485 mph, despite troubling winds in the second of two sessions.

"We don't have enough laps," he said. "We haven't really had much time to work with the suspension. We also could have used a lot more gearing because we tapped out well before the end of the front straight. It'd be like having an eight-speed gearbox."

D'Aluisio's Yamaha TZ250 was sporting a new frame, his old one bent in a run-in with Jimmy Filice at the previous AMA National in Topeka. Texas World was the first time the new machine had been run and D'Aluisio discovered that the triple-trees were also bent, though they couldn't get a replacement set.

D'Aluisio's first session was cut short because he'd fitted a too-soft Dunlop front and didn't have another wheel on which to mount a harder compound tire.

Even with all these problems, D'Aluisio was able to sort out the track and find the quickest way around.

"In turn one I use the front a lot," he said. "It tightens up and getting out the wind comes at you. It's a place to make a lot of time if you do it right. There's no place the track ends and the corner starts."

D'Aluisio's championship rival, Jimmy Filice, was second, guiding the LA MotorWorks Yamaha around the track .181-of-a-second off the fast time, but making up over a second between the two sessions. Filice's tuner Bruce Maus put it to a number of things, including gearing.

"We went up two full teeth on the rear because of the wind," Maus said. "It's been full on one way, one day and full strength the opposite direction the next day."

"Tires haven't been a big problem. The first day was worse than the second day, but the track felt slippery. Tomorrow it should be even better," he added. Maus also said he was trying new cylinders and heads. "It's a combination of things we learned at other races."

Canadian Jon Cornwell was third fastest while trying to work out engine problems.

"We've been struggling," he said. "Having motor problems. Everytime it goes out it's been pinching a ring, we're not really sure why. It's only one cylinder; the left one. This morning it was way under-gearred because of the wind."

Cornwell described the track as "kind of weird. A fast turn left-hand turn one, really slow first gear corners that you're flicking side to side. It's difficult getting the compromise right. I wish it was a little longer."

Fourth-fastest was Gold Hill Racing's Danny Walker at 1:11.483, at an average speed of 90.651 mph. The Coloradan was quick to give credit for his improvement to D'Aluisio and Harold.

"D'Aluisio helped me out with the internals, with figuring out ratios. He kind of changed my way of thinking. Now I'm within a second, instead of within three seconds," Walker said. He also said he'd gone back to stock brakes after experiencing brake troubles in his last two races. Some new tires also helped with his braking.

"The Michelin GP front is the best I've ever ridden on," he said. "I can trail brake in so deep, so hard."

The second row was led off by Rick Kirk, with Del Amo Yamaha's Nick Ienatsch sixth, still struggling to get up to speed, then Rick Tripodi and Jimmy Mosley. There were twenty-two qualifiers for the 28 lap final.

Kirk gets his first in Texas

By Henny Ray Abrams

COLLEGE STATION, TX, OCT. 6

Two Brothers Racing had two new entries for the 600cc Supersport race at Texas World Speedway, Rick Kirk and Mike Baldwin. Who would have figured that they'd finish one-two, helped in part by a rare failure of the Commonwealth Honda of series leader Miguel DuHamel.

But despite dropping out on the fifth lap, and finishing 28th, DuHamel won the class championship.

Third at Texas World went to Tripp Nobles on the Atlantic Motorsports Honda CBR600 with Tom Kipp similarly mounted in fourth.

Nobles increased his lead in the Top Expert category in the class. With Daytona and Miami to be run, Nobles leads John Choate, 124-92.

Kirk, who'd finished fourth in the second heat, won by Two Brothers Takanobu Koyama, finished the 20-lap, 36-mile race in 24 minutes, 32.193 seconds at an average speed of 88.043 mph. He beat Baldwin to the line by 3.540 seconds.

Koyama led the first lap, but crashed, unhurt, early in the second lap handing the lead to first heat winner DuHamel with Baldwin and Kirk up close. Vance & Hines' Larry Schwarzbach, who'd broken a bone in his right ankle while practicing two weeks ago near his home in Houston, was fourth with Kipp fifth, Jeff Farmer sixth, and Choate seventh on the Commonwealth Racing Honda.

The top three split from the pack with the leaders numbering two when DuHamel dropped out on the sixth lap with a broken valve spring.

The lead went to Baldwin, riding the same bike, the Honda CBR600, that he uses in his racing school. On the ninth lap, Kirk took over with Baldwin second ahead of Schwarzbach with four riders, headed by Choate, going for fourth. Schwarzbach joined the top two on the 12th lap and moved into second a lap later. He seemed to make up time in the infield, but on the 15th lost the front end in a sweeping right-hander and was out of the race.

Baldwin closed up some on Kirk and was well in front of the fight for third. Nobles had taken over the spot with Schwarzbach's demise, having gained two spots a lap earlier after nearly getting taken down. Instead it was Farmer who crashed.

"Tripp passed John Choate and Choate went into a tank-slapper," Farmer began, "and backed in to Nobles' bike. This made Choate slide and hit my bike," which suffered severe cosmetic damage in the tumble.

Kipp then went into fourth ahead of Choate with Ron McGill sixth.

The win went to Kirk, his first National win in a sprint race in his first race for the Two Brothers duo.

"Mine and Mike's bikes were equal," Kirk said. "I was a little better in the turns and that's where I was able to make up time. I didn't know he was behind me. I didn't look back. I felt I could take the lead and move on, that was basically the race there."

Kirk's only previous 600 Supersport race this year was at Daytona where he finished 29th.

Baldwin looked to be sliding every lap out of the sweeping first turns, but said it was sliding "just out of the turns a little. I wasn't trying to push too hard. The first five laps I was in

Miguel's draft. When Rick came by I knew we were teammates and I didn't want to dice with him."

Though he didn't know it when the race ended, Nobles finished third, his best finish by far on the 600. His next best finish were a pair of sevenths at Topeka and Mid-Ohio.

"I was making time on the brakes," Nobles explained when asked how he was able to get to the front of the four-rider fight for third. "All three of their bikes were considerably faster. I knew traffic would play a big part. I put people between me and them." After following Kipp for several laps, Nobles saw how he could brake deeper in turn three and decided that would be a good place to work traffic. "About the last five laps I got back in front of them. I had a couple of close calls, too."

Kipp would finish a close fourth, trailed closely by McGill and Choate with Doug Carmichael all alone in front of James Leslie and Joe Prussiano III.

CN

Results

HEAT 1: 1. Miguel DuHamel (Hon); 2. Mike Baldwin (Hon); 3. Larry Schwarzbach (Yam); 4. Jeff Farmer (Hon); 5. Doug R. Carmichael (Hon); 6. James E. Leslie (Hon); 7. Jim Sabin (Hon); 8. Mike Himmelsbach (Hon); 9. William L. White (Yam); 10. Frank Hampel (Yam); 11. Michael J. Myers (Hon); 12. Mark Black (Hon); 13. David Kulinski (Kaw); 14. Ronald McGill (Hon); 15. Javier Martinez-Abrego (Kaw).

Time: 6 min., 15.762.

Distance: 5 laps, 9 miles.

Average Speed: 86.225 mph.

Margin of Victory: 0.282 sec.

HEAT 2: 1. Takanobu Koyama (Hon); 2. Tom Kipp (Hon); 3. Tripp Nobles (Hon); 4. Rick Kirk (Hon); 5. John K. Choate (Yam); 6. Larry Locklear (Hon); 7. Owen Weichel (Yam); 8. Gene Church (Hon); 9. Joseph B. Prussiano, III (Hon); 10. Jeb Bridgeman (Hon); 11. Jordan Brown (Yam); 12. Jesus Rodriguez (Hon); 13. Nancy Delgado (Yam).

Time: 6 min., 22.292.

Distance: 5 laps, 9 miles.

Average Speed: N/A.

Margin of Victory: 0.239 sec.

600cc SS FINAL: 1. Rick Kirk (Hon); 2. Mike Baldwin (Hon); 3. Tripp Nobles (Hon); 4. Tom Kipp (Hon); 5. Ronald McGill (Hon); 6. John K. Choate (Hon); 7. Doug R. Carmichael (Hon); 8. James E. Leslie (Hon); 9. Joseph B. Prussiano, III (Hon); 10. Larry Locklear (Hon); 11. Michael J. Myers (Hon); 12. Jim Sabin (Hon); 13. Mark Black (Hon); 14. Jeb Bridgeman (Hon); 15. Gene Church (Hon); 16. Mike Himmelsbach (Hon); 17. Jesus Rodriguez (Hon); 18. Frank Hampel (Yam); 19. William L. White (Yam); 20. Jimmy Adams (Yam); 21. David Kulinski (Kaw); 22. Michael Sullivan (Yam); 23. Jordan Brown (Yam); 24. Javier Martinez-Abrego (Kaw); 25. Nancy Delgado (Yam); 26. Larry Schwarzbach (Yam); 27. Jeff Farmer (Hon); 28. Miguel DuHamel (Hon); 29. Takanobu Koyama (Hon); 30. Owen Weichel (Yam).

Time: 24 min., 32.193.

Distance: 20 laps, 36 miles.

Average Speed: 88.043 mph.

Margin of Victory: 3.540 sec.

C'SHIP POINT STANDINGS: 1. Miguel DuHamel (120) 6 wins; 2. Tom Kipp (99); 3. Larry Schwarzbach (70); 4. Tripp Nobles (64); 5. Jeff Farmer (57) 1 win.

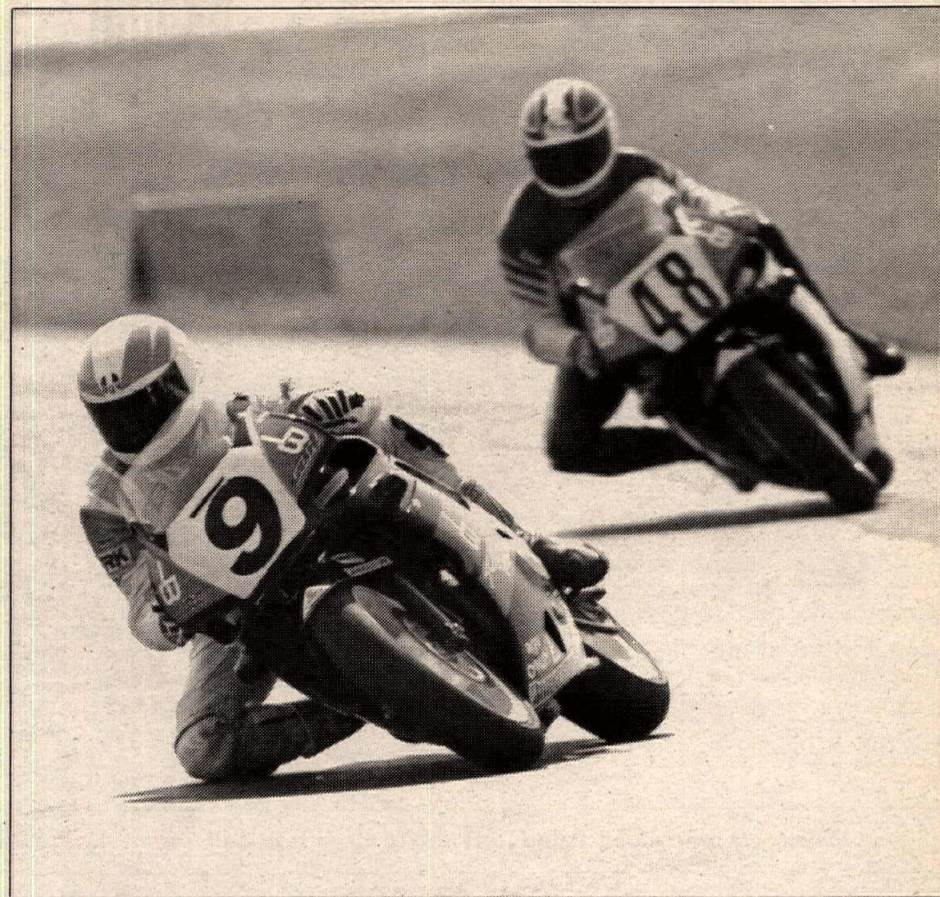
Russell again!

By Henny Ray Abrams

COLLEGE STATION, TX, OCT. 5

It should come as no surprise that Kawasaki's Scott Russell won the 750cc Supersport final at Texas World Speedway. After all, he'd won the seven previous 750 Supersport races and wrapped up the title at the last one. That this one appeared to be somewhat competitive, is what may have set it apart from the others.

Russell, who'd won the faster of the two heat races, got his customary bad start and had to pick off riders one at a time. As he crossed the finish line to begin the eighth lap, he was up on race-leader Britt Turkington and passed him on the inside of the sweeping first turn. Turkington stayed



Rick Kirk (9) beat teammate Mike Baldwin (48) to win the 600cc Supersport final.

close on his Team Suzuki Endurance/Valvoline/Dunlop mount until the final few laps when Russell edged away to win the 36-mile race by 5.577 seconds. He completed the 20-lap race in 24 minutes, 22.421 seconds at an average speed of 88.620 mph.

Turkington held onto second with Southern Land and Lumber/Atlantic Motorsports/Suzuki of Macon's Tripp Nobles nipping Two Brothers Racing's Takanobu Koyama at the line to take third. Koyama, who'd run third most of the race, was Honda CBR600 F-2 mounted.

"After I got into second I thought I'd make a race out of it if I could," Russell said. "The bike wasn't working like I wanted it to so I didn't want to push it."

After getting away poorly, Russell said he wanted to get the riders "one by one. I used to ride like a maniac and get them all on the first lap."

Up to third on the fourth lap, Russell moved into second passing Koyama on the front straight to start the fifth lap. Second heat-winner Turkington held over a second lead at this point, but knew Russell wasn't far behind.

"I was pushing it as fast as the tires would let me," the Texan said. "He (Russell) takes off like he's taking off on a street bike. I was happy to stay with him as long as I could."

Russell was up on Turkington on the seventh lap, probing and prodding before diving under him in the middle of the first turn. With his eye on winning all of the races, Russell didn't do anything wild to pull a big lead, preferring to ride comfortably and safely just ahead of Turkington.

The two had pulled away from the fight for third between Koyama and Nobles who were never far apart, except when they hit occasional patches of traffic, where Nobles felt Koyama was better on the brakes. It came down to the final straight and Nobles was able to use the power of the Suzuki GSXR750 to get past the Honda of Koyama.

"I stayed with him off the banking and drafted past him at the line," Nobles, the Top Expert championship leader, said. "I had to go like hell to track him down."

Well back in fifth was Russell's teammate, Jacques Guenette, Jr., who'd hooked up with Dave Deveau and Bob Sandy for most of the race. Guenette had moved into fifth at the halfway point moving Team Hammer-sponsored Deveau to sixth, with Kawasaki Good Time Accessories-backed Sandy seventh.

Like the fight in front of them, this trio was often fouled by traffic with Guenette handling it best and pulling away to a secure fifth. Sandy finished sixth and Deveau seventh.

Titian Bue was among the non-finishers, crashing spectacularly going into the first turn on the second lap — his Cycle Connection Suzuki sliding well up, then down, the banking — but quickly getting to his feet. Bue was later treated for a broken finger on his left hand.

CN

Results

HEAT 1: 1. Scott Russell (Kaw); 2. Takanobu Koyama (Hon); 3. Jacques Guenette, Jr. (Kaw); 4. Mark McDaniel (Suz); 5. Bob Sandy (Kaw); 6. Rusty Allen (Kaw); 7. Owen Weichel (Suz); 8. Dean Mizdal (Suz); 9. Jeff Heino (Suz); 10. Andrew Deatherage (Suz); 11. Michael Myers (Hon); 12. Javier Martinez-Abrego (Kaw); 13. Pete Martins (Suz).

Time: 6 min., 12.239 sec.

Distance: 5 laps, 9 miles.

Average Speed: 87.041 mph.

Margin of Victory: 4.585 sec.

HEAT 2: 1. Britt Turkington (Suz); 2. Tripp Nobles (Hon); 3. Titian Bue (Suz); 4. David Deveau (Suz); 5. Larry Locklear (Hon); 6. Jeff Herzog (Kaw); 7. James Schaefer (Suz); 8. David Kulinski (Kaw); 9. David Hansen (Suz); 10. David Rosno (Suz); 11. Oliver Billingsley (Suz); 12. Mark Suggs (Kaw); 13. Lindsey Leard (Suz); 14. Michael Steinman (Suz).

Time: 6 min., 6.110 sec.

Distance: 5 laps, 9 miles.

Average Speed: 86.145 mph.

Margin of Victory: 1.232 sec.

750cc SS FINAL: 1. Scott Russell (Kaw); 2. Britt Turkington (Suz); 3. Tripp Nobles (Hon); 4. Takanobu Koyama (Hon); 5. Jacques Guenette, Jr. (Kaw); 6. Bob Sandy (Kaw); 7. David Deveau (Suz); 8. Larry Locklear (Hon); 9. Jeff Heino (Suz); 10. Andy Deatherage (Suz); 11. Rusty Allen (Kaw); 12. Jeff Herzog (Kaw); 13. Dean Mizdal (Suz); 14. Owen Weichel (Suz); 15. James Schaefer (Suz); 16. Oliver Billingsley (Suz); 17. David Hansen (Suz); 18. Pete Martins (Suz); 19. Michael Myers (Hon); 20. Mark Suggs (Kaw); 21. Michael Sullivan (Yam); 22. David Kulinski (Kaw); 23. Michael Steinman (Suz); 24. David Rosno (Suz); 25. Javier Martinez-Abrego (Kaw); 26. Lindsey Leard (Suz); 27. Mark McDaniel (Suz); 28. Titian Bue (Suz).

Time: 24 min., 22.421 sec.

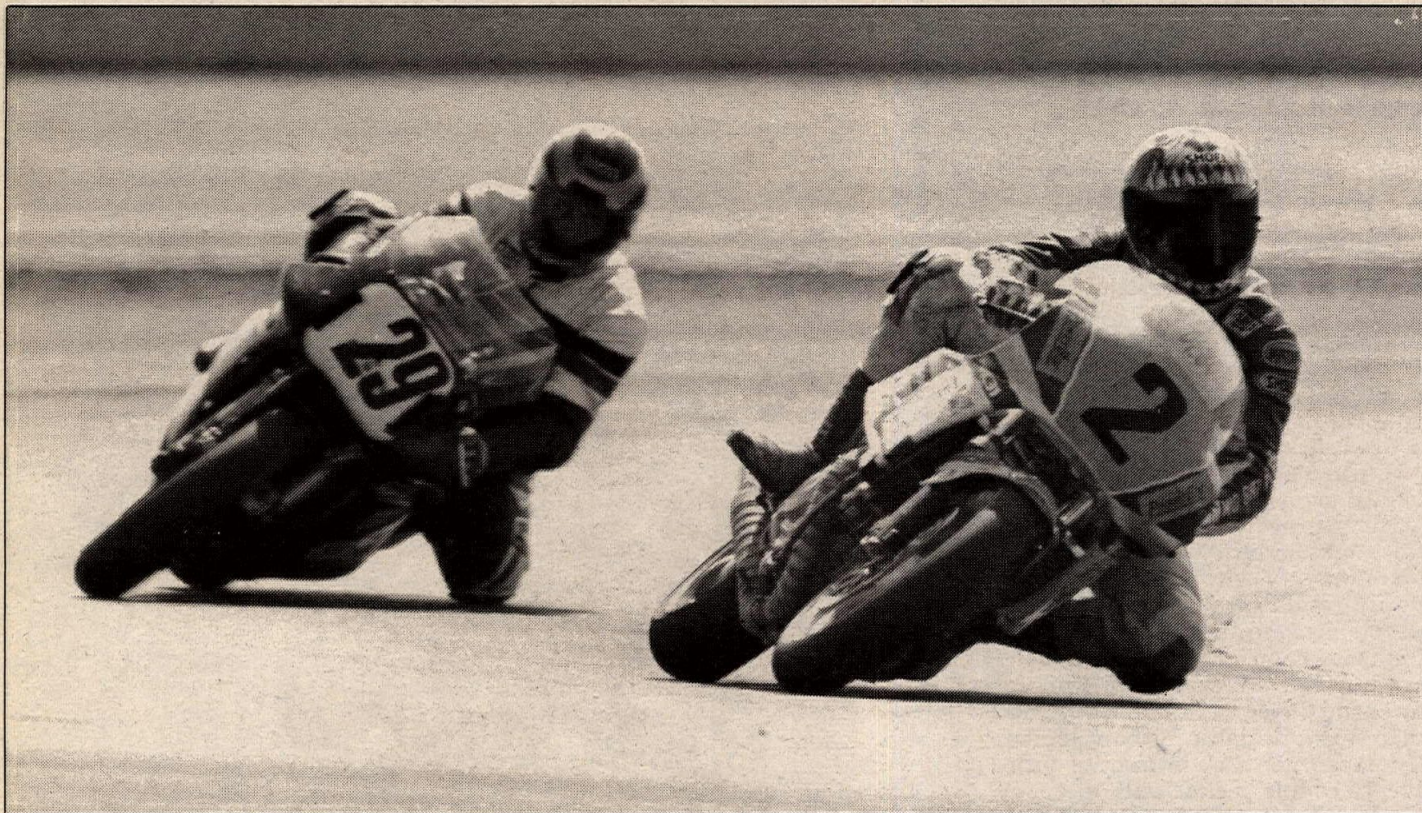
Distance: 20 laps, 36 miles.

Average Speed: 88.620 mph.

Margin of Victory: 5.557 sec.

C'SHIP POINT STANDINGS: 1. Scott Russell (160) 8 wins; 2. Britt Turkington (114); 3. Jacques Guenette (92); 4. Tripp Nobles (64); 5. Bob Sandy (62); 6. Titian Bue (60); 7. Jeff Heino (54); 8. James Schaefer (36); 9. Glenn Barry (34); 10. Andy Deatherage (32); 11. Mike Moores (26); 12. Louis Saccoccio (22); 13. David Deveau (20); 14. Todd Hoge (19); 15. Jeff Herzog/Gerald Rothman (18).

ROAD RACE AMA Circle Bell Pro Twins GP1 and GP2 Series: Round 7



Robert Meister (2) moved past Pablo Real (29) to take the overall win in the Pro Twins class at Texas World Speedway.

"Dr. Bob" Meister became the first rider to win a Pro Twins overall on a GP2 bike.



Meister makes history with Texas Twins win

By Henny Ray Abrams

COLLEGE STATION, TX, OCT. 6

Two Brothers Racing's Robert Meister made history at Texas World Speedway, becoming the first GP-2 rider to take the overall win in Circle Bell Pro Twins competition. But he did get a little help from the misfortune and absence of other riders.

Fast by Ferraci's Doug Polen was off at a World Superbike race in Italy. GiaCaMoto's Jimmy Adamo threatened early on to make it a runaway, pulling away at about three seconds a lap and leading by close to 20 seconds when he dropped out with electrical trouble on the eighth lap. And Fast by Ferraci's Pascal Picotte dropped out on the second lap with clutch trouble.

Still, Meister's win was impressive, beating GiaCaMoto/Team Leoni-backed GP-1 rider Pablo Real across the line by 11.192 seconds at the end

of the 23-lap, 41.4-mile race. He averaged 85.643 mph for the race.

"I won my class at Topeka and was second overall. That's what motivated me to win overall," the Honda 700-mounted Meister said. "This is a fairly tight track and I was down on power on the straights to the Ducati 888s. They pulled me there and in the infield I was faster than they were."

Second in the GP-1 class was Bartel's H-D's Nigel Gale with Greg Kopp third on a Marketron/Pocket Savers Plus of Hawaii-backed Ducati 888.

Ronald McGill was second in the GP-2 class, fourth overall on a Honda 700 backed by Revo Sunglasses, Northgate Honda, and Daily Juice.

Third GP-1 and sixth overall was Stephen Mathews on a Fast by Ferracci Ducati 750.

The race began with Adamo in the lead and pulling away. Despite hitting

traffic on the fourth lap, Adamo was on his way to the winner's circle when he was forced to pit. "The regulator came unplugged and the battery went dead," Adamo said. "It probably happened on the first or second lap and it will only run a couple of laps like that. We put another battery in and went back out."

Because there were only 10 GP-1 entries, Adamo was able to finish seventh, 11 laps behind the winner.

When Adamo retired, Real took the lead ahead of Meister, Fabian Cortez on the second GiaCaMoto Ducati, Gale, and McGill.

Meister forged to the front on the 10th lap and immediately began to pull away. "They were going too easy going into turn one and I could keep on the gas," Meister said.

By the 16th lap he had close to a 12-second lead, Real was still in second and the lead would pretty much stay that margin to the end.

"I knew it's not over till it's over and I wanted it bad. I knew on a tight track like this I could win overall," Meister said.

Real began to get a little breathing space near the end after breaking from Gale and the persistent McGill and took second overall, first in class.

"It was a really strategic race because so many bikes were breaking down. No one was pushing me from behind," he said. Asked how he felt about finishing behind a GP-2 bike he said: "I was worried about GP-1, not GP-2. I let them go."

Cortez was forced to drop out when his shifter fell off on the 10th lap. He was third overall, second in class at the time ahead of Nigel Gale and Ronald McGill.

McGill stuck with Gale through the infield, but would lose ground on the straight every lap. On the last lap he tried to drive past Gale out of left-hand turn eight and nearly pulled it off before Gale shut the door on him in the next left. He would settle for second in class, fourth overall.

Third in both classes, GP-1's Kopp and GP-2's Mathews, were by themselves at the end.

Results

GP1: 1. Pablo Real (Duc); 2. Nigel Gale (H-D); 3. Greg Kopp (Duc); 4. Michael Kraft (H-D); 5. Rob Tuluie (Nor); 6. Brock Biffart (H-D); 7. James Adamo (Duc); 8. Fabian Cortez (Duc); 9. Mark Cruz (Duc); 10. Pascal Picotte (Duc).

GP2: 1. Robert Meister (Hon); 2. Ronald McGill (Hon); 3. Stephen Mathews (Duc); 4. Scott Williams (Duc); 5. Paul Orlandi (Duc); 6. Doug Phillips (Hon); 7. Charles Burnett (Hon); 8. Michael Reilly (Hon); 9. Kevin Stasny (Duc); 10. Kiyo Watanabe (Hon).

Time: 29 min., 0.241 sec.

Distance: 23 laps, 41.4 miles.

Average Speed: 85.643 mph.

Margin of Victory: 11.192 sec.

GP1 C'SHIP POINT STANDINGS: 1. Pablo Real (102) 2 wins; 2. Jimmy Adamo (88) 1 win; 3. Warren Elliott (75); 4. Nigel Gale (68); 5. Greg Kopp (58); 6. Doug Polen (47) 2 wins; 7. Pascal Picotte (46) 2 wins; 8. Kurt Liebmann (43); 9. (TIE) Michael Kraft/Devin Battley (26).

GP2 C'SHIP POINT STANDINGS: 1. Stephen Mathews, (107) 3 wins; 2. Robert Meister (91) 2 wins; 3. Scott Williams (78); 4. Ronald McGill (73); 5. Kiyo Watanabe (65) 1 win; 6. Doug Phillips (48); 7. Pete Johnson (32); 8. Kenneth Paulson (26); 9. Paul Orlandi (24); 10. Paul Kelly (23).

AMA/CCS Harley-Davidson Twin Sport Series: Round 9

Zampach edges Nobles

By Brent Plummer

COLLEGE STATION, TX, OCT. 6

Scott Zampach combined his formidable experience with the unmatched power of his Tilley Harley-Davidson to nab first place Harley-Davidson Twin Sports honors at Texas World Speedway.

Quite similar to the previous round in Topeka, Tripp Nobles fought Zampach to the very end. Nobles led off the line with number two plated Nigel Gale in second, Zampach in third, and Randy Texter fourth. Zampach dispatched Gale at the beginning of the second lap with a daring turn one pass. From there, Nobles and Zampach distanced themselves from Gale — who proceeded to run a lonely, solitary race in third, his finishing position — and Texter, who entered and eventually lost a dice for fourth to Jim Leslie.

The leading duet began a frightening series of drafting, passing, and stuffing; though on the last lap, it became apparent that Zampach had the edge.

Zampach drafted Nobles across the start/finish line to take the white flag, and would not relinquish the lead at any time during the last lap, taking the checkered flag by a few feet over Nobles.

After the race, while sitting on a cooler in his pits Nobles looked up at his Bartel's Harley, frowned, and said: "It is amazing how Tilley can get so much horsepower and still be legal. It almost makes you ride on the ragged edge trying to stay with him (Zampach)."

Indeed, Nobles was getting a bit sideways throughout the event, but so was Zampach — who echoed Tripp's sentiments almost exactly: "It is almost impossible to get away from Tripp, he is an excellent rider and wants to win as badly as I do." When pressed about his recent win streak, Zampach added: "I really think my experience — and extra years of road racing over what he has — helped me out. I feel like I have the upper hand in planning a race strategy for the last few laps, though (Tripp) probably feels the same way."

Michael Kraft, Richard Koehler, Chuck Blackmon, Nancy Delgado and Brock Biffart rounded out the top 10.

Results

TWIN SPORT: 1. Scott Zampach (H-D); 2. Tripp Nobles (H-D); 3. Nigel Gale (H-D); 4. James Leslie (H-D); 5. Randy Texter (H-D); 6. Michael Kraft (H-D); 7. Richard Koehler (H-D); 8. Chuck Blackmon (H-D); 9. Nancy Delgado (H-D); 10. Brock Biffart (H-D).

Time: 18 min., 4.598 sec.

Distance: 14 laps, 25.2 miles.

Average Speed: 83.644 mph.

Margin of Victory: .760 sec.

C'SHIP POINT STANDINGS: 1. Scott Zampach (166) 5 wins; 2. Tripp Nobles (162) 3 wins; 3. Nigel Gale (1); 4. Randy Texter (93); 5. Richard Koehler (67); 6. Michael Kraft (55); 7. Andy Fenwick (48); 8. Chuck Blackmon (39); 9. Darrell Jones (34); 10. Shawn Higbee (29).



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America's best motocross champions take on the world in this special 60 minute show from Gaidford, West Germany. From Motovideo.

(#76) 1989 World MX GP Review

The best of what happened in the '89 FIM World MX GP chase has been captured on this video which vividly portrays what world-level motocross is all about. Suber footage of the series from Holland, France, Italy, San Marino, Britain, Belgium, Luxembourg and Switzerland. 60 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review

Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#150A) '91 Gainesville MX Nationals

Round 1 of the 1991 125/250cc Nat'l MX Series gets underway in front of 7300 fans at Gatorback Cycle Park as Cooper & Stanton storm Gainesville. 48 minutes from Powersports Video.

(#151A) '91 Sacramento MX Nationals

Privateers reign as Doug Henry & John Dowd score their first National MX wins in this controversial second round of the series in sloppy conditions at Prairie City OHV Park. 48 minutes from Powersports Video.

(#153A) '91 Mt. Morris MX Nationals

Brian Swink and Jeff Stanton put on a great show at the 15th annual National MX at Pennsylvania's High Point Raceway before 10,000 fans. 48 minutes from Powersports Video.

(#109) Kamikaze! World Mtn. Bike C'ships

The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.

**(#78) The American Express**

A review of the 1988 FIM World Road Racing 500cc Championships. From Powersports Video.

(#78A) 1989 Bike GP Compilation

A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review

Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#81) United States Grand Prix 1989

From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Powersports Video.

(#81B) 1991 USGP Laguna Seca

Different than the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 and

250 classes, sidecars too. 52 minutes from GP Video

(#96B) 1991 Australian RR Grand Prix
Round two of the series at the new Eastern Creek circuit, featuring outstanding racing in the 500cc and 250cc classes. Great on-bike camera sequences too. 52 minutes from GP Video.**(#82B) 1991 Spanish RR Grand Prix**

Almost 200,000 fans packed the Jerez circuit for the fourth round of the series as Rainey, Doohan and Kocinski battled in the sizzling heat. Includes coverage of 250cc and Sidecar classes too. 52 minutes from GP Video.

(#83B) 1991 Italian RR Grand Prix

See 70,000 Italian fans go crazy as Lawson grabs the holeshot on the Caviga & battle for top position with Rainey and Doohan at Misano. Cadalora and Bradl trade paint on their Hondas in the 250 class, while the Webster/Simmons duo take Sidecars. 52 minutes from GP Video.

(#84B) 1991 German RR Grand Prix

Doohan, Schwantz, Rainey, Gardner and the rest put on an intense battle for the entire 18 laps for round 6 at the Hockenheim circuit. Cadalora and Bradl continue their ongoing 250cc battle. 52 minutes from GP Video.

(#85B) 1991 Austrian RR Grand Prix

Round 7 of the series took place in near perfect conditions at the ultra fast Salzburgring. Mick Doohan drove his Honda to the limit in a fierce battle with Wayne Rainey, Gardner and Schwantz, for one of the closest finishes ever. Cadalora and Bradl continued their title chase as Cardus set a new 250cc lap record. 52 minutes from GP Video.

(#86B) 1991 European (Spain) RR Grand Prix

The 8th round of the GP series was held at the Jarama circuit in Spain, (replacing the Yugoslavian date on the calendar) as the road racing matadors Doohan, Rainey, Gardner and Schwantz provided another thrilling duel. Includes 250cc action with Cardus, Cadalora and Bradl battling for honors. 52 minutes from GP Video.

(#87B) 1991 Dutch RR Grand Prix

A crowd of 135,000 turned out to watch round 9 of the series in a dramatic day's racing at the Assen circuit. 52 minutes from GP Video.

(#89B) 1991 French RR Grand Prix

Rainey, Doohan, Gardner, Schwantz and Lawson put on spectacular rides in round 10 at the Paul Ricard circuit. 250cc action pitted Aprilias vs Hondas in an exciting race. 52 minutes from GP Video.

(#9) U.S. Grand Prix 1988

Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fliege beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#80B) 1991 Japanese RR Grand Prix

The 1991 GP Series started out at Suzuka, Japan, seemingly where the '90 series left off — with red-hot racing! What took place is all here in one of the most stunning and surprise-filled videos ever seen. 52 minutes from Motovideo.

(#81A) 1990 USGP Laguna Seca

Rainey clears crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. From Despain Video.

(#94) Isle of Man 1989

A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. 60 minutes. From Powersports Video.

(#94A) 1990 Isle of Man

"The fastest most spectacular, most entertaining, and biggest bike event in the world!" All seven races from the 1990 IOM on a 55 minute show. From Motovideo.

(#137) 1991 Daytona 200

Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo.

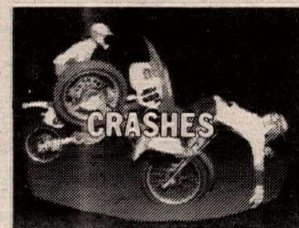
(#410) 1990 World Superbike Season Review

Compiled from the best moments of the 750cc World

Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEneaney, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

**(#12A) The World's Greatest SX Races**

Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

**(#55) MX Crash & Burn Spectacular**

The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II

"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#105) SX Thrills, Spills and Chills '90

You've seen the commercials - now buy the video... Great entertainment at parties. 30 minutes from Motovideo.

(#125) Bike Havoc

The 1st-ever all-motorcycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

(#66) Crash and Burn 3

The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#128) The Best of Widowmaker Hillclimb

60 minutes of the legendary Widowmaker - what goes up often comes down. From Motovideo.

**(#106A) 50 Years of Daytona**

400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.**(#118) 50 Years of Sturgis**

When Sturgis was started back in 1938, no one ever dreamed it would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Pancom, from Progressive Design.

(#120) Ride America Package

Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1

This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video.

(#122) Ride Am.: "The Million Dlr. Hwy."

Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video.

**(#20) Golden Mountain**

1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute

Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown

Complete coverage of the 1984 Trans-Atlantic challenge. Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McEneaney, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video.

(#115) Rendezvous at the Ring

This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video.

(#116) Racing into History

Four famous British circuits & legendary heroes, John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video.

(#130) It's a Triumph

Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo.

(#131) Three in Europe '69

Follow the early heroes of late '60's motocross around the European circuit as they contest the 1969 Belgian, French, and Swiss MXGP's. From Motovideo.

(#132) 1961 Laconia Classic Road Races

Travel back in time to the 41st annual Laconia Classic races, held on June 15-18, 1961. 46 minutes from Motovideo.

(#133) British Flashback

A look back to the days when Brit bikes ruled the

empire of motorcycling. Footage from "Triumph 99.9", the 1969 Isle of Man TT, the "Northwest 200 Miller" Irish road races, "Made to Grip", a documentary on the manufacturing of the K-70. Approx. 60 minutes from Motovideo.

**(#77) 1989 International 6-Day Enduro**

The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989

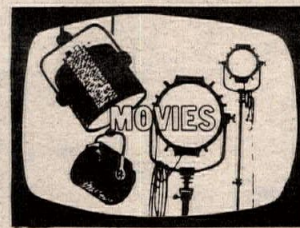
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100

Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!

(#136) Go For It at Glamis

Meet the "Riders of the Sand" who bring bikes, ATVs, Jeeps, buggies and—go for it at Glamis! 20 minutes produced by Perfect Image, from Motovideo.

**(#138) Easy Rider**

This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#138) The Wild One

What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

**(#148) 1991 N. American Speedway Final**

The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991

The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships

This climax to the 26 week long quest of races brings

out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123) 1990 Calif. State Speedway C'ships

With commentary by Terry Clanton and Cycle News writer Scott Daloisio, this event is one of the most competitive on the west coast. Also features the wild speedway California Sidecar Championship. 90 minutes from RAZ Video.

(#134) 1991 Bob Hetrick Memorial Ice Race

Exciting action from the weekend of the 1991 Speedway I.C.E. World Championships at Tucson, Arizona. 60 minutes from RAZ Video.

**(#124) The Awesome Factor**

This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Pancom, from Progressive Design.

(#126) Drag Bike Extravaganza

Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video.

**(#11) Rick Johnson Profile of a Champion**

By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!

Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance

How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"

From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist

The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matzattack Video"

Follow "the Chicken" Jeff Matasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts

The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

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DIRT TRACK AMA Grand National/Camel Pro Series: Round 15

Steve Morehead (left) and Scott Parker (right) hoisted Kevin Atherton in the air after he scored his first National win.

First win to Atherton, points lead to Parker at Pomona

By Donn Maeda
Photos by Mitch Friedman

POMONA, CA, OCT. 6

Although Kevin Atherton has been a member of the factory Harley-Davidson racing team for two years now, one thing has eluded the personable 20 year-old from White Pigeon, Michigan — a National win.

Until now.

As the Camel Pro Series paid its second visit of the season to the Pomona Half Mile, all eyes were focused on Atherton's teammates Chris Carr and Scott Parker. The pair entered the penultimate round separated by only a single point in the battle for the AMA Grand National

Championship. Atherton, however, ignored the fuss centered around his older teammates, and went on to score his first National win in runaway fashion in front of an estimated 12,000-plus spectators.

"I can't believe it," said Atherton. "That was the easiest thing I've ever done! I've worked my ass off for seconds, thirds and fourths, and now when I finally win one, it seems easy! I've been so close so many times, now I've finally won one."

Following an elated Atherton across the Pomona Fairplex finish line at the Valvoline-sponsored event were Parker and wily veteran, Steve Morehead. After suffering mechanical problems and a high-speed crash, Carr gritted his teeth and managed to keep his title hopes alive with a fourth place finish.

With only one round remaining, Parker holds the upper hand in the

series points chase with 209 points, four points ahead of Carr's 205.

"I'm just where I want to be," said Parker, who has his eyes set on a fourth-consecutive Grand National Championship. "It's taken me all year to get here, but now I'm here, and I'm gonna do what it takes."

"I'm not gonna roll over and give it to him (Parker)," said Carr. "I've won the last two Sacramento Miles, and I'm confident that I can pull this off. All things considered, I'm happy to have finished fourth."

And Carr's finish was remarkable, indeed. In the suspense-filled main event that required no less than three restarts, Carr first suffered a carburetion problem, then was involved in a first turn restart crash that claimed three other riders. In both incidents, a group of not only mechanics but riders as well, gathered around Carr's machine to assist with the needed repairs.

"If it weren't for the camaraderie that we have between us, this sport would have died a long time ago," said Carr later.

Ronnie Jones continues to hold third place in the point standings with 167, despite failing to finish at Pomona. The Oklahoman was involved in the first turn crash with Carr and was transported to Pomona Valley Hospital Medical Center for further examination. Jones was released after being diagnosed with a slight concussion.

Atherton's win brought his point total to 132, but he is mathematically eliminated from threatening Jones for third in the standings. Atherton's win earned him \$3985 of the \$28,000 Expert purse.

Throughout the evening, riders struggled to find a smooth line around the oval that claimed many of the series' top competitors. While the May running of the Pomona Half Mile saw racers compete on a dusty, blue-grooved track, a change in track preparation for this round caused the course to become what many racers called "The roughest track of the year."

"It's a piece of shit," said Morehead, one of the many riders who fell victim to the track. "It's not gonna be a race, it's gonna be a hole jumping contest."

Time Trials

"This is just like the stuff I grew up on back home," said Ohioan George Roeder II, after setting the day's fastest qualifying time of 29.920 seconds.

Roeder's time eclipsed the track record of 30.514, set by Parker earlier this year, and marks the first time that the 24-year-old has held a track record.

"Man, I almost waved that lap off, too," laughed Roeder. "Boy, I sure have bad timing, though. The one race I choose to go fast at, and there's no Camel Challenge!"

Of the 45 entrants who took qualifying laps, Atherton was the only other rider to dip into the 29-second bracket, stopping the clocks at 29.923, while Parker turned in the third fastest time of 30.044. Two-time Grand National Champion Ricky Graham and Carr rounded out the five fastest qualifiers, posting times of 30.151 and 30.194, respectively.

Heats

In the first 10-lap heat race, Bartels' Performance-backed Mike Hale led the charge into turn one, but Roeder quickly assumed the point position as they blasted down the back straight. Rodney Farris, Davey Durelle and Larry Pegram chased the lead duo in the opening laps, but without success. Once into the lead, Roeder continued

to pull away with every passing lap, while Hale was never threatened for second.

"Once I got out front, I really poured it on," said Roeder. "Then I tried to slow down and pace myself, but it was hard."

"You really have to concentrate on staying smooth," said Hale, the 1990 Camel Pro Rookie of the Year. "George was all over the place out there!"

Durelle became the first victim of the rough track, as he pulled off on the fourth lap with a dislocated shoulder.

"It's really rough out there," said an obviously disappointed Durelle. "I just hit a bump wrong, and that was it — it just popped right out."

Following Durelle's demise, Farris took over the last direct transfer position, and greeted the checkered flag in third.

"Man, I had to calm myself down, I did a bunch of tank-slappers before I realized that I was gonna have to take it easy," said Farris in his usual, lighthearted manner.

Terry Poovey led the charge in the second heat, but only enjoyed the lead for a lap before the red flag came out. Three-time Grand National Champion Jay Springsteen crashed hard as the pack exited turn two, and lay on the track for a few minutes before returning to the starting line.

"Somebody swapped right in front of me," said Springsteen. "I plowed right into him and high-sided, I had nowhere to go."

Springsteen made the restart, but was in obvious pain and could only muster a sixth place finish.

"That's it, I'm done for tonight," he said. "I don't see any reason in going out in a semi and getting hurt on this track."

Atherton took control of the lead at the restart, and seemed to be the only rider able to find a smooth line as he pulled away from his competitors. Atherton, known for his love of the cushion, rode the high line and pulled out to a five-second lead at the finish.

"The outside works real good tonight," said Atherton. "I grew up out there, it's fun to ride and right now it looks like the hot line."

Following Atherton across the finish line and transferring directly to the main event were Carr and Dan Ingram.

"Kevin really has this place dialed in," said Carr. "I just wasn't comfortable setting that kind of pace this early in the evening. That's what it's going to take to win though, and I'll pour it on in the main."

"Boy, when Springsteen fell, he was right in front of me! I had big eyes for a second," said Ingram, now campaigning an Eaken-Sponseller Racing Honda. "After my bike blew up at San Jose, it didn't look like we'd have it back together, so I gave Skip (Eaken) a call, and we worked it out."

Graham and Parker argued over the lead at the start of the third heat, but Graham suddenly dropped off the pace at the start of lap two.

"It felt like it was starving for fuel," said Graham.

Morehead scooted into second, while Jones and Will Davis battled for third. The race was brought to a stop on the fifth lap, when Bobby McDonnell lost control in turn three.

Parker picked up where he left off at the single-file restart, although Morehead shadowed the defending Grand National Champion for the remainder of the race. Parker scored the win ahead of Morehead, while Jones topped Davis in their battle for third.

"I just rode my lines and figured out



Atherton (23) led nearly every lap of the 20-lap National that required three restarts.

where I was gonna be, come the main event," said Parker.

"I'm having trouble down low," said Morehead. "So I'm just letting the bike take a bigger arc. It seems to be working."

Semis

Spokane, Washington's Ron Yamamoto grabbed the holeshot in the first 10-lap semi-final, but surrendered the lead to Poovey as they blasted down the back straight. Yamamoto struck back as they entered turn one for the first time and dove under Poovey to steal the lead. Seconds after Yamamoto motored past, Poovey coasted to a stop with a broken chain.

Texan Billy Herndon avoided Poovey and railed past Yamamoto on the third lap, as did rookie expert Steve Beattie on the next lap. Aaron Hill scooted into the fourth and final transfer position, and the finishing positions were set. Herndon led Beattie, Yamamoto and Hill across the finish line and into the main.

Ohioan Don Estep took control of the early lead in semi two, and managed to hold onto the lead for six laps while Pegram fought his way through the field. Once into second, however, Pegram reeled Estep in and slid into the lead. Estep held onto second and a trip to the main, as did his fellow Ohioan, Chance Darling, and Canadian Chris Evans, who finished third and fourth, respectively.

Junior Invitational

Although the Junior National season is well over, 31 Juniors showed up to compete at the Pomona Half Mile.

Allon McBee, Cory Perrault and Mike Dillon topped the three six-lap heat races, and filled the front row at the start of the 10-lap final.

Dillon timed the light perfectly and led the 12 other Juniors into turn one. He then gave his competitors little opportunity to pass as he began to steadily pull away from the field. Jeff Eklund led the charge after Dillon, while Stephen Mayfield and Jeff Annen banged bars over third.

Chris Carr was plagued by bad luck in the main, yet managed to finish fourth.



Dillon continued to extend his lead and greeted the checkered flag aboard his Argyle Welding and Medical/Sign Shop/Ron Wood/Motion Pro-backed Wood-Rotax well ahead of Annen, who had worked his way past Mayfield in the closing laps. Mayfield held on to finish third.

"My bike ran so well, all I had to

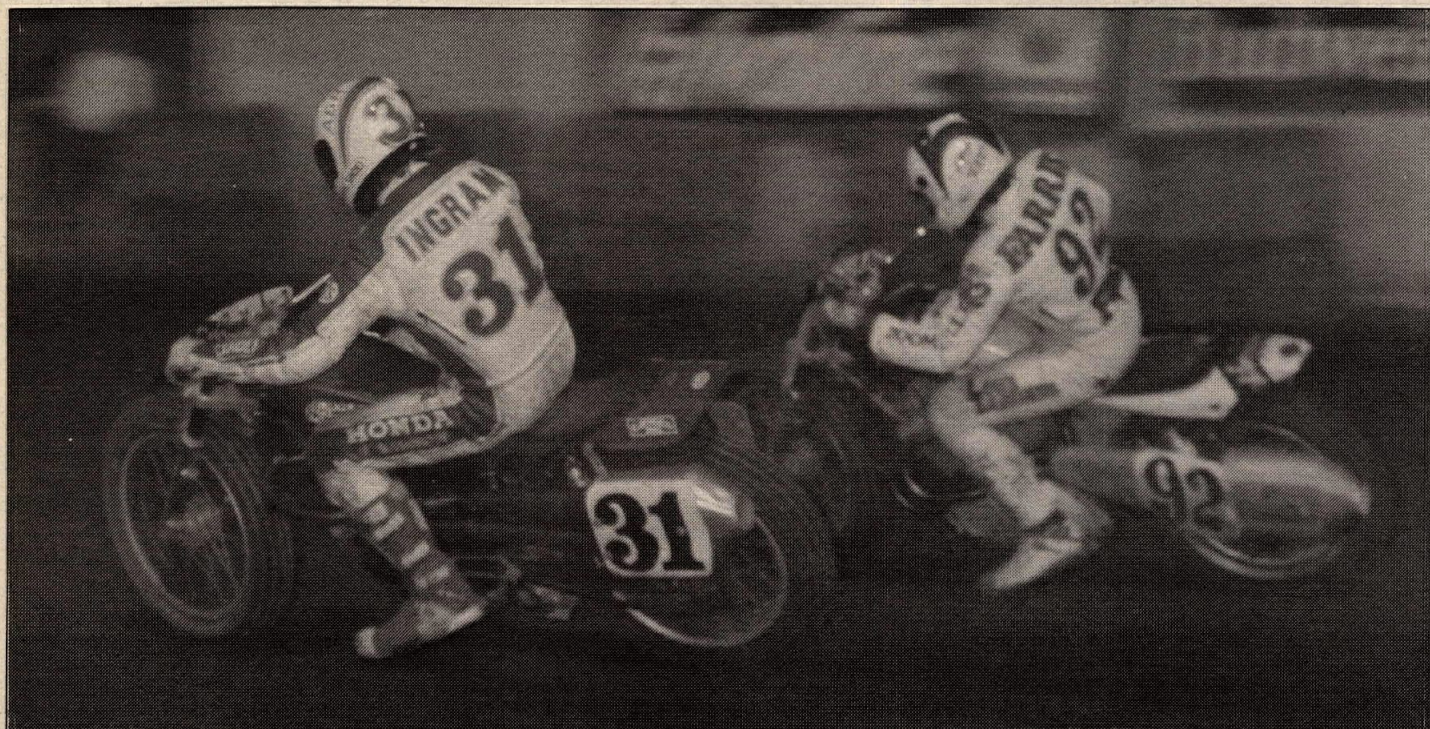
do was ride it," said an excited Dillon afterward. "My mom could have won on it. I'm really excited, this is my first big win!"

National

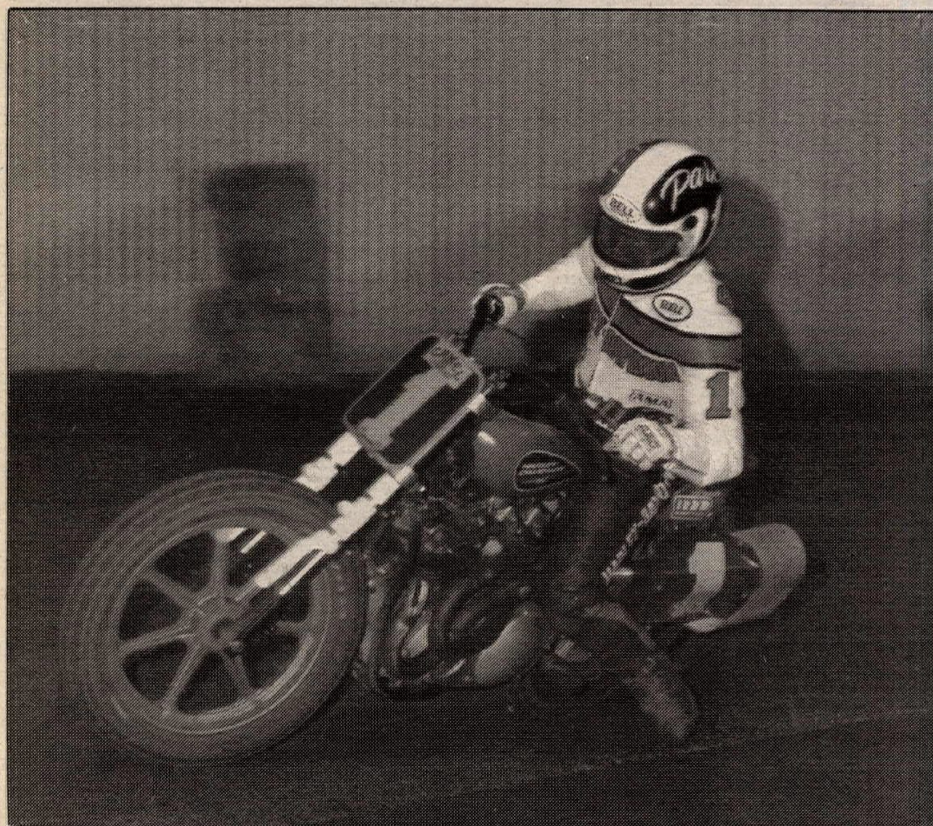
In the first of what would be four starts, Morehead found the most traction and led Parker and Hale into

DIRT TRACK

AMA Grand National/Camel Pro Series: Round 15

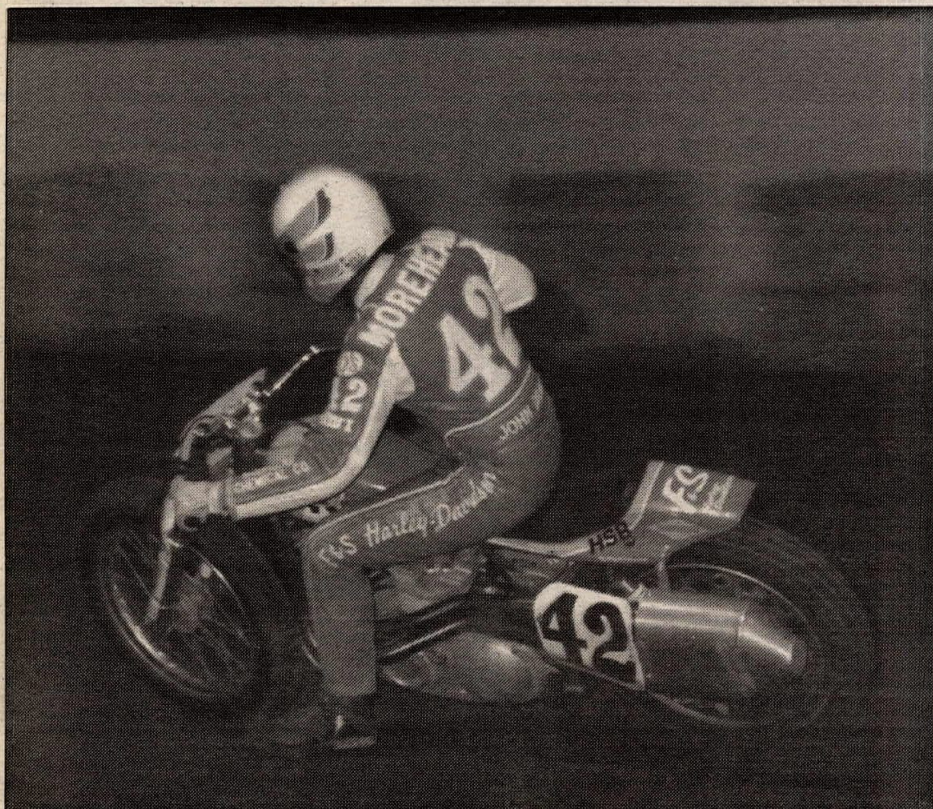


Rodney Farris (92) and Dan Ingram (31) battled throughout the race. Farris was fifth, while Ingram dropped to seventh.



Parker gained control of the series points lead with his runner-up finish.

Morehead suffered a first-turn crash, but recovered to cross the finish line in third.



turn one. Atherton railed past on the outside of turns one and two, and began to establish an immediate lead. By the third lap, Atherton had pulled out to a five bike-length lead, but met the red flag on his fourth go-round when Beattie, Jones, Darling and Estep tangled in turns three and four.

"I'm not sure what happened," said Jones. "Someone swapped out, and the next thing I knew I was on the ground."

Although three full laps were completed, a full restart was called for, and the riders assumed their same starting positions. Carr was fastest when the green light flashed again, and led the way into turn one. Once again, Atherton railed the outsides of one and two, and assumed the point position. All eyes focused on Carr, who suddenly slowed and dropped to mid-pack. Parker muscled his way into second, ahead of Morehead, Farris and Roeder. By the completion of the fourth lap, Carr had dropped to last with an ill-sounding machine.

On the following circuit, Beattie was thrown from his Harley-Davidson as he negotiated turn two and his machine burst into flames as it slid to a stop.

"I hit a rut and swapped out," said a shaken Beattie.

Much to Atherton's dismay, but to Carr's approval, the red flag appeared once again. Carr immediately sped to the side of the track, where his mechanic Kenny Tolbert, along with a slew of others, set to work on the factory XR750. Carr's machine was restored to race condition before the restart, and Carr assumed the tail position at the single-file restart.

"Some dirt worked its way into the main jets in the carburetors," explained Carr. "That caused the bike to run on only one cylinder. All we had to do was drain the floats and get everything all cleaned up, whew!"

Atherton maintained the point position as the field stormed into turn one, but was once again greeted by the red flag as he began his second lap.

As he was entering turn one, Roeder clipped a rut and swapped violently in front of Morehead, who slammed into Roeder's machine and was sent flying into the hay bales.

"I hit a big hole, and the next thing I knew I was picking straw out of my teeth," said Roeder.

"As soon as I hit Roeder's bike, I was ejected into the hay bales," explained Morehead.

Next to go down was Jones, as he slid down in order to avoid the tangle, but in turn left Carr with nowhere to go. Carr proved to be the last rider involved in the turn one crash, but as the rest of the riders negotiated three and four, Hale was spit off his machine.

"There's some real long grooves in three, and I hit one wrong and high-sided," said Hale, who was unable to restart.

Once again, a mad dash was made to repair the damage sustained by Carr's motorcycle before the restart of the race. Perhaps the most notable of the helping hands, were that of Carr's championship rival Parker, as he pushed Carr's Harley back to the pits to be repaired.

"Hell, it's a race, Chris deserves a chance," said Parker. "If I didn't help him, someone else would. Hell, I'm his teammate, so it might as well be me."

"It's like a damn soap opera, ain't it?" said Carr as he anxiously watched the handlebars and brake pedal being replaced.

Missing from the final single-file lineup was Jones, who opted to take a trip in the ambulance because of back pains. He was later diagnosed as having a minor concussion and was released from the hospital later that evening.

Atherton headed the field as they saw their fourth green light of the evening, and led Parker, Morehead and Farris for the following two laps. Carr dove to the inside of turn one at the restart, and managed to scoot into fifth, behind Farris.

Carr displaced Farris on the third lap, and set out after Morehead.

Meanwhile, Atherton rode the high lines as if they were smooth, and began to pull away from the field.

"I would shut off earlier, but man; I could get on the throttle so much earlier," said Atherton.

Parker rode a steady pace in second, never gaining or losing time to Morehead, who sat in third.

"Kevin really had the place dialed," said Parker of his young teammate. "I couldn't seem to make up any ground."

Carr closed the gap between himself and Morehead, but was never a serious threat to the Findlay Flyer and eventually dropped a few bike lengths back.

On the 15th lap, Atherton held a five-second lead over Parker, who circled the track a few bike lengths ahead of Morehead and Carr. A few seconds back, Ingram, Farris and Pegram waged war, as they repeatedly swapped positions with every lap.

"I would pass Farris, and think I was gonna pull away," said Ingram. "Then I'd hit a hole and he'd go right back by me."

"I was all over! There wasn't a smooth line on the whole damn track!" said Farris.

As the laps wound down, Atherton managed to add yet another second to his lead, and greeted the checkered flag six seconds ahead of Parker. Morehead came home third, just ahead of a relieved Carr.

"Right from the first start, I knew I had this thing won," said Atherton. "I just felt so good, I knew no one was gonna catch me. Hell, I even gave them three chances to!"

"Kevin really had his starts dialed in tonight," said Parker, excited for his Michigan neighbor. "I thought he was sick, or something. It's a shame the track was so crappy tonight; this is supposed to be a National."

"There're definitely no babies here tonight," Morehead said. "But I guess it was the same for everybody. . ."

"This was like a nightmare," said Carr. "I'm lucky to have been able to finish fourth. I'll just have to really perform at the last race, won't I?"

Farris crossed the finish line in fifth, while Pegram snuck past Ingram on the last lap to claim sixth.

"It was mean and rough out there, and only the tough survived," joked Pegram. "I'm happy where I finished, it's better than crashing!"

In his first-ever National main event, Yamamoto posted a ninth-place finish and perhaps summed up the evening best.

"I thought the bike was gonna break in half, it was so rough," said Yamamoto. "I thought this greasy old motorcycle race was never gonna end."

CN

Results

TIME TRIALS: 1. George Roeder II (29.920); 2. Kevin Atherton (29.973); 3. Scott Parker (30.044); 4. Ricky Graham (30.151); 5. Chris Carr (30.194); 6. Larry Pegram (30.326); 7. Mike Hale (30.329); 8. Jay Springsteen (30.353); 9. Will Davis (30.396); 10. Steve Morehead (30.474); 11. Terry Poovey (30.489); 12. Rodney Farris (30.493); 13. Billy Herndon (30.577); 14. Chris Evans (30.632); 15. Ronnie Jones (30.705); 16. Dave Camlin (30.714); 17. Dan Ingram (30.818); 18. Joe Kopp (30.841); 19. Andy Tresser (30.982); 20. Don Wilson (31.049); 21. Aaron Hill (31.134); 23. Kris Kiser (31.175); 24. Dave Durrelle (31.179); 25. Scott Stump (31.188); 26. Sal Hoffman (31.300); 27. Chance Darling (31.329); 28. Steve Beattie (31.382); 29. Ian Segedy (31.436); 30. Don Estep (31.448); 31. Ronald Yamamoto (31.505); 32. Mike Inderbitzen (31.379); 33. Pete Hanes (31.810); 34. Keith Day (31.854); 35. Dan McDonnell (31.883); 36. Scott Buchan (31.935); 37. Rex Fisher (32.023); 38. Steve Rasmussen (32.036); 39. Speedy Kell (31.283); 40. Curt Rehmer (32.278).

HEAT 1: 1. George Roeder II (H-D); 2. Mike Hale (H-D); 3. Rodney Farris (H-D); 4. Larry Pegram (Hon); 5. Billy Herndon (Hon); 6. Don Estep (H-D); 7. Ron Yamamoto (H-D); 8. Scott Stump (Hon); 9. Joe Kopp (H-D); 10. Andy Tresser (Hon); 11. Scott Buchan (H-D); 12. Rob Damron (Duc); 13. Davey Durrelle (H-D); 14. Rex Fisher (H-D).

Time: 5 minutes, 6.632 seconds.

HEAT 2: 1. Kevin Atherton (H-D); 2. Chris Carr (H-D); 3. Dan Ingram (Hon); 4. Terry Poovey (Hon); 5. Chris Evans (Hon); 6. Jay Springsteen (H-D); 7. Don Wilson (Hon); 8. Mike Inderbitzen (H-D); 9. Ian Segedy (H-D); 10. Kris Kiser (Hon); 11. Steve Rasmussen (H-D); 12. Anthony Donahue (H-D); 13. Sal Hoffman (H-D); 14. Dan McDonnell (H-D).

Time: 5:06.497.
HEAT 3: 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Ronnie Jones (Hon); 4. Will Davis (H-D); 5. Speedy Kell (H-D); 6. Steve Beattie (H-D); 7. Chance Darling (H-D); 8. Pete Hanes (H-D); 9. Curt Rehmer (H-D); 10. Ricky Graham (Hon); 11. Aaron Hill (H-D); 12. Dave Camlin (H-D); 13. Keith Day (Hon); 14. Bob McDonnell (H-D).

Time: (No time due to restart.)
SEMI 1: 1. Billy Herndon; 2. Steve Beattie; 3. Ron Yamamoto; 4. Aaron Hill; 5. Scott Buchan; 6. Joe Kopp; 7. Mike Inderbitzen; 8. Curt Rehmer; 9. Terry Poovey; 10. Will Davis; 11. Kris Kiser; 12. Jay Springsteen.

Time: 5:12.588.
SEMI 2: 1. Larry Pegram; 2. Don Estep; 3. Chance Darling; 4. Chris Evans; 5. Ricky Graham; 6. Andy Tresser; 7. Scott Stump; 8. Pete Hanes; 9. Steve Rasmussen; 10. Ian Segedy; 11. Don Wilson; 12. Speedy Kell.

Time: (No time due to restart.)
20-LAP NATIONAL: 1. Kevin Atherton (H-D); 2. Scott Parker (H-D); 3. Steve Morehead (H-D); 4. Chris Carr (H-D); 5. Rodney Farris (H-D); 6. Larry Pegram (Hon); 7. Dan Ingram (Hon); 8. Billy Herndon (Hon); 9. Ron Yamamoto (H-D); 10. Chance Darling (H-D); 11. George Roeder II (H-D); 12. Mike Hale (H-D); 13. Ronnie Jones (Hon); 14. Steve Beattie (H-D); 15. Don Estep (H-D).

AMA CAMEL PRO SERIES POINT STANDINGS (After 15 of 16 events): 1. Scott Parker (209) (6 wins); 2. Chris Carr (205) (3 wins); 3. Ronnie Jones (167) (3 wins); 4. Kevin Atherton (132) (1 win); 5. Larry Pegram (111) (1 win); 6. Steve Morehead (104); 7. Rodney Farris (97); 8. Dave Durrelle (92); 9. Ricky Graham (90) (1 win); 10. Mike Hale (70); 11. Will Davis (67); 12. (TIE) Billy Herndon/Terry Poovey (61); 14. Jay Springsteen (46); 15. Dan Ingram (40); 16. Keith Day (28); 17. George Roeder II (26); 18. Rusty Rogers (22); 19. (TIE) Aaron Hill/Garth Brow/Rich King (17).

Time: (No time due to restart.)
JR HEAT 1: 1. Allon McBee (H-D); 2. Jeff Eklund (H-D); 3. Ricky Smith (W-R); 4. Paul Polhemus (W-R); 5. Mark Smith (H-D); 6. Jimmy Sanchez (W-R); 7. Eric Green (H-D); 8. Billy Gonzalez (H-D); 9. Woody Rogers (W-R); 10. James Kesler (H-D); 11. Joseph Pineda (H-D).

Time: 3:14.421.
JR HEAT 2: 1. Cory Perrault (H-D); 2. James Hart (W-R); 3. Larry Davis (H-D); 4. Jeff Annen (H-D); 5. Jaime Aguilar (W-R); 6. Ron Brown (Yam); 7. Dan Argano (W-R); 8. Steve Hyson (Yam); 9. HP Myatt (H-D); 10. Stan Morris (W-R).

Time: 3:14.319.
JR HEAT 3: 1. Mike Dillon (W-R); 2. Tory Bostrum (H-D); 3. Steve Mayfield (W-R); 4. Robert Land (KTM); 5. Joe Winston (H-D); 6. Steve Liberty (H-D); 7. Ben Bostrum (H-D); 8. Tim Selby (W-R); 9. Joe Carrera (W-R); 10. Kevin Bricker (Hon).

Time: 3:21.444.
JR MAIN: 1. Mike Dillon (W-R); 2. Jeff Annen (H-D); 3. Steve Mayfield (W-R); 4. Jeff Eklund (H-D); 5. James Hart (W-R); 6. Robert Land (KTM); 7. Larry Davis (H-D); 8. Ricky Smith (W-R); 9. Paul Polhemus (W-R); 10. Cory Perrault (H-D); 11. Allon McBee (H-D); 12. Jeff Bostrum (Hon).

Time: (No time due to restart.)

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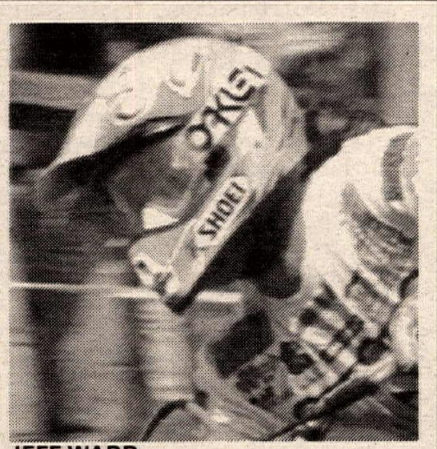
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NOTES



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ROAD RACE

World Championship Road Race Series: Final round



Australian Michael Doohan (3) leads John Kocinski (19), Wayne Gardner (5) and Juan Garriga (6) early in the first-ever 500cc Grand Prix of Malaysia.

Kocinski was untouchable, qualifying fastest and then running away in the GP.



Kocinski saves his best for last in Malaysia

By Michael Scott
Photos by Patrick Gosling

SHAH ALAM, MALAYSIA, SEPT. 29

The Malaysian Grand Prix was a little bit of history. It was not only the first race in this country, and the last GP of the 1991 season — but also the first 500cc-class victory for John Kocinski.

The win, in sweaty and humid conditions at the grandiosely named Shah Alam Motor Sport Paradise outside Kuala Lumpur, may have been achieved in the absence of two of the leading players. But it will surely not be the young American's last.

Double champion Wayne Rainey and rival Kevin Schwantz were both out, injured the week before in testing crashes. But the 1990 250cc World Champion's Marlboro Yamaha had already dominated the tests by then, and he kept right on through timed practice and into the race itself, leading from the second lap to defeat Wayne Gardner's Rothmans Honda by six seconds. In the process, he also beat the Australian former champion for fourth place in the championship.

After a first 500cc season that began with brash brilliance but soon ran into the doldrums, it was the second coming of a massively talented rider. And this time, as he said before the race, he was here to stay.

Michael Doohan was a distant third, after his Rothmans Honda ran into

handling problems. The result meant that the Australian, already second in the World Championship, failed by just one point to match title winner Rainey's gross points score (final results are taken only after dropping the two worst scores).

Ducados Yamaha's Juan Garriga was fourth, with fifth going to Kevin Magee, riding a Yamaha in his first GP since April, when he rode a Suzuki in the Australian GP at Phillip Island.

The 500cc race was processional and rather thin, with Eddie Lawson also absent due to injury, and Cagiva teammate Alexandre Barros failing to return as hoped.

But the 32,000-strong crowd had a thrilling 250 race, with Carlos Cardus and Luca Cadalora (Repsol and Rothmans Hondas, respectively) battling virtually from start to finish. On the last lap alone, the lead changed hands five times — but it was new champion Cadalora who crossed the line first, by less than a tenth of a second. Title runner-up Helmut Bradl and his HB Honda was third; with Aprilia's Loris Reggiani just fending off Martin Wimmer and the Lucky Strike Suzuki to take fourth. Wilco Zeelenberg had been up near the front, but crashed early on without injury.

The 125cc GP was a minor epic, with

seven bikes disputing the lead at one point. It was won by double-champion Loris Capirossi, who stamped his authority in the closing laps to draw narrowly away from the pair of Japanese riders Kazuto Sakata and Nobuyuki Wakai, both on the rostrum for the first time.

500cc GP

For just one lap, there was still a chance that it might be an exciting race. Doohan led from Kocinski, with Gardner hard up behind, Garriga hanging on gamely, and Jean-Phillipe Ruggia on his heels.

On the second lap, Doohan was still in front at the end of the back straight and into the second-gear Lucky Strike Loop. But Kocinski got the power on early and hard on the exit, nipped past into the next bend — and from then on he was never headed.

There was another flutter of excitement on lap four when Gardner moved through into second. Could he catch Kocinski, and keep control of fourth place overall in the championship?

It soon became clear that he couldn't, with Kocinski now pulling away at half-a-second a lap or better, so that by lap 10 he was more than four seconds in the lead. Now the only hope for his rivals was that he would tire, or lose concentration — but there was none of that either.

"I know a lot of people thought that might happen in the heat," said Kocinski afterwards. "But I didn't have any trouble, and I was even able to back off in the last four laps without losing concentration. It was only after I undid my leathers that suddenly my body temperature seemed to go up by 20 degrees."

He managed a becoming modesty in victory, saying: "I have a lot of people to thank — my team kept their motivation even when we went through a dry patch. I still have a lot to learn.



Carlos Cardus (2) and Luca Cadalora (3) had a titanic battle for the 250cc GP win; Cadalora nipped Cardus at the line.

I won't feel satisfied until I can finish up front weekend after weekend."

Gardner kept on, still pushing so the gap never really did get much larger than six seconds. "You never know what's going to happen in racing, and you never give up." But he was having trouble getting the power down on the corner exits, with the usual problem

of persistent wheelspin. "It wasn't the heat — it was just difficult to get grip," he said, without actually putting the finger on Michelin.

Which was nice of him — in fact his rear was shredded.

He added: "The bike wasn't working any better to get my best result of the year. I was riding it harder." By race

end, the evidence of that was clear to see, with the tire comprehensively shredded.

Doohan kept dropping back to finish 15 seconds adrift of Gardner. "In some ways it was my worst race of the year," he said. "If Schwantz and Rainey had been here I would have been fifth, and as it was I got a signal

Kocinski quick in Malaysian heat

The absence of Kevin Schwantz and Wayne Rainey put a slightly different complexion on practice, with John Kocinski (right) setting the pace in the dry, then (of all things) the Michelin-shod Hondas of Michael Doohan and Wayne Gardner in the single wet session, on Saturday morning.

Of course, it might have been the same had they been here — certainly the first part, because Kocinski had dominated the IRTA tests as well before the pair of them crashed, and he was in magnificent form on the track, and even more obnoxious than usual off it. He had switched back to the old chassis, rather surprisingly, after liking the new one so much at Le Mans, but allowed this was a different type of circuit, that required a more aggressive riding style with more wheelspin. "I like the style of the track — the way you flick it in and spin it out," he said: one of few statements that made much sense in among a lot of trumpeting: "I'm for real. I'm gonna be here until I retire."

He clearly expected to win his first 500cc GP, but denied such a victory would be devalued by the absence of two of the three main men of the season. "If you beat the two guys who are here, you've got a job," he said, adding: "Schwantz and Rainey tested here, and we've been fastest all along."

The Hondas simply weren't able to use the same radical late-braking hard-flicking line as his Yamaha, with Gardner the better of the pair by less than a tenth, although more than a quarter of a second down on Kocinski. "I don't mind whether Mick or I win," he said. "As long as I beat Kocinski." (With whom he was disputing fourth overall.)

Doohan's best time came in the first session, and was probably not his last word, for he had gone slower in the last (and second dry) session while making some unsuccessful tire experiments. "We tried a 6.25-inch rim, but every time I opened the throttle the bike went sideways," he said. "Usually I use a six-inch or narrower rim, which suits my style. I like to lean the bike over a long way, and open up while it's still down."

Another half-second down came Garriga — the Ducados-Yamaha's third time on the front row this season. Remarkably he had missed the previous weekend's IRTA tests, but caught up in the last session. "Getting the gearbox right was the important thing," he said. "The bike's perfect now."



Row two was all-Yamaha: Ruggia leading Chandler, Magee and Mackenzie, with half-a-second covering their times. Chandler might have been faster, but missed part of the crucial last session while his single Yamaha's ignition was changed.

This time his little-used second machine was in the hands of Magee, back for his first GP since April, and going really well, although he dropped from fourth overall to seventh with a frustrating third session. "The bike's not running as well as it did yesterday." But he was riding with all his old smooth assurance, and saying: "I believe I'm riding better now than I did before my crash. These things either make you or break you."

Niall Mackenzie had to struggle to achieve eighth, in contrast to his strong form at recent races. "I'm not sure why — but we had a lot of suspension trouble in the first session, then in the last we fitted a TV camera and it seemed to interfere with the ignition."

Sito Pons led row three from a troubled Didier de Radigues — the Belgian had taken over one of Schwantz's spare bikes, and had immediately cut half-a-second off his previous best. "It was fantastic — in everything. Better power, better steering, better suspension." Then he ran into a problem that has troubled his faster teammate — that the bike is either right or way off, and it is difficult to set. He went slower as practice progressed, and never again matched his untimed-practice time.

Then came Morillas, with Laycock completing row three. Marco Papa led the Honda triples on row four — there were five of them, all qualified, bringing the grid up to 17 in total.

The person with the most to prove in 250cc qualifying went the fastest — eventually. He is Carlos Cardus, desperate to break a year-long famine of victories and prove himself still worthy of a works bike. It took him until the last session to displace Luca Cadalora, and he grinned afterwards: "I don't know about the race — his bike accelerates really fast, and we could do with more."

He led an all-Honda front row, with Cadalora second, and the leader of the wet session. Having wrapped up the title, he was quietly confident. "I set my best time with a tire which had done 25 laps," he said, adding: "We have been fastest every time we have had a rain practice, but we never did have a wet race this year. I don't care if it's wet or dry — everything is good."

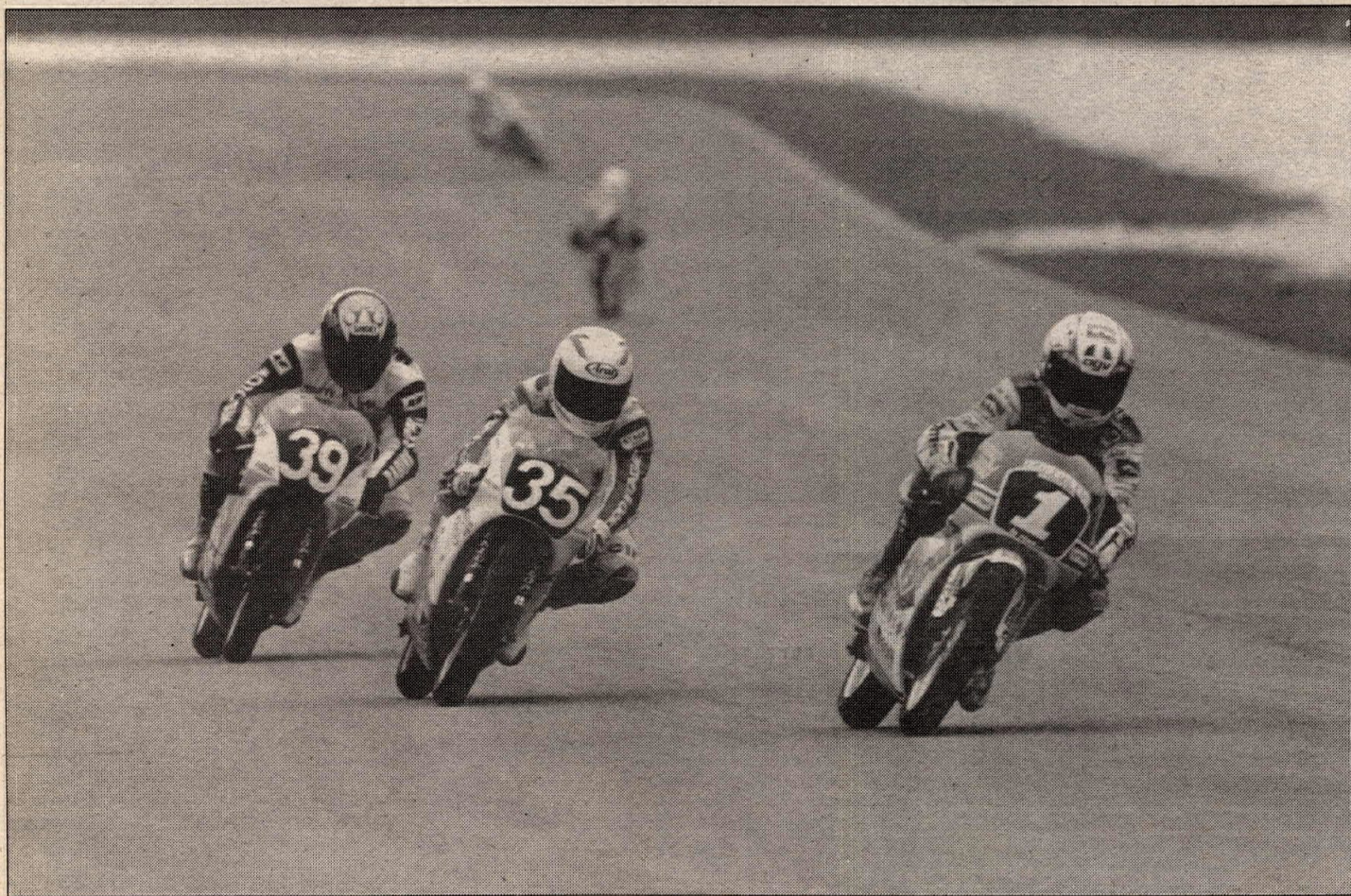
Helmut Bradl was alongside him, then Masahiro Shimizu, then Wilco Zeelenberg, with times packed up close. The Hondas had dominated practice from start to finish, and seemed set to do the same in the race.

Row two seemed settled in favor of Martin Wimmer's Suzuki, using six-piston AP calipers for the first time, until the closing minutes of the final session, when both the factory Aprilias nosed ahead of him, P.F. Chili the faster. They had missed the IRTA tests, and took time to catch up with the rest. This being so, they might do even better in the race.

Then came Wimmer, barely a second down on Cardus, and almost half-a-second ahead of Jochen Schmid's RS, the last machine on row two.

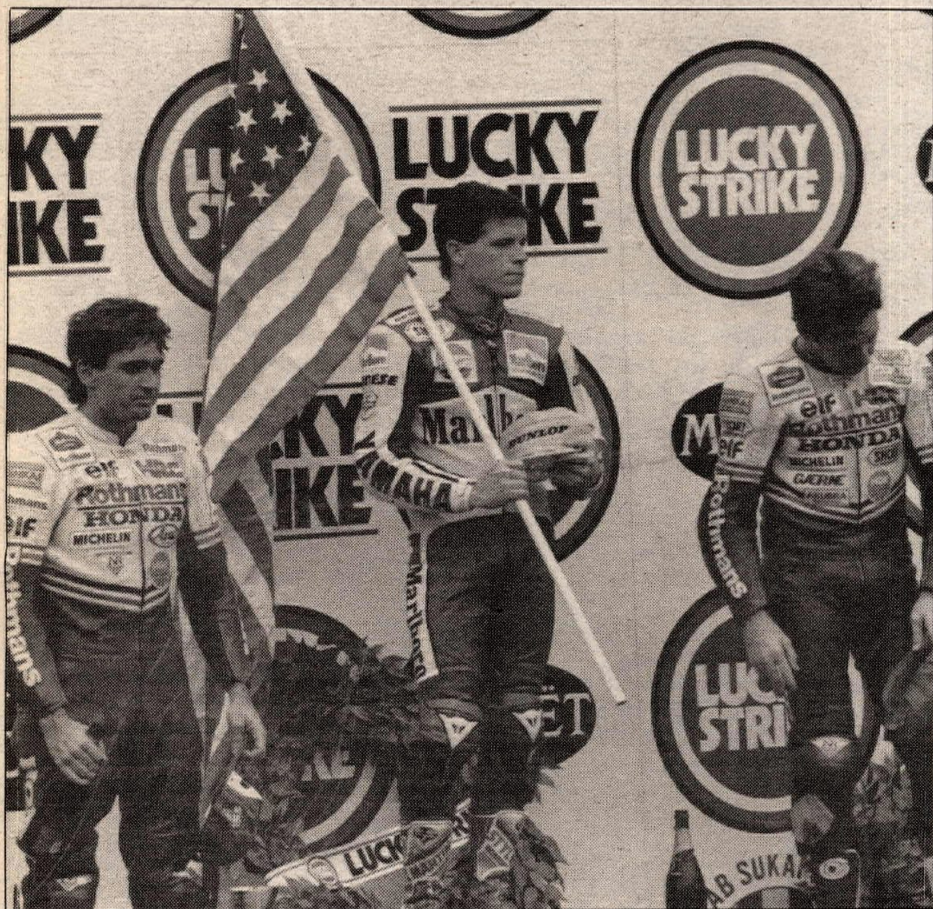
ROAD RACE

World Championship Road Race Series: Final round



Loris Capirossi (1), Kazuto Sakata (35) and Nobuyuki Wakai (39) were this close for most of the 125cc GP.

John Kocinski (center) celebrates his first 500cc GP victory along with second place finisher Wayne Gardner (right) and third-placed Michael Doohan (left).



that the guy behind was catching me." (It was Ruggia, soon to retire with engine trouble.)

"The thing was wobbling its brains out. When John came up behind me, I could feel it weaving. It felt like a broken frame, though I don't think it was that really. But the bike was perfect in the morning, and bad in the afternoon. I even had to back off into the fast corner at the end of the straight." After the race, his mechanics were still investigating; while Michelin were examining his tires, to see if they could trace the problem.

Behind this battle, Garriga had been fending off Ruggia until his rear tire started sliding, and he was unable to keep the pressure on. Then, with four

laps left, Ruggia pulled out with motor problems.

Meanwhile, Kevin Magee was also not quite able to get closer to the Spaniard than a tantalizing two seconds at the finish. "We had engine trouble, and had to change everything the night before the race," the Australian said. "We had to guess at carburation and gearbox settings, and we weren't quite spot-on." But he was happy enough to have started at all and to have finished strongly.

Sixth-placed Mackenzie fought his way through after losing ground at the beginning with a clutch that slipped for the first two laps. "I hit (Didier) de Radigues a couple of times, and I also had some wheelspin," he said.

"But later on I could match Magee's times, though I was too far back to catch him." He finished 20 seconds behind the Australian.

He and fellow Sonauto-Yamaha rider Adrien Morillas were mixed up with de Radigues, who was troubled with front and rear wheel sliding on one of Schwantz's bikes, which he had found (like Schwantz) was a sensitive machine that was either set up perfectly or was way off. His was the latter, and he said: "I nearly crashed so often." In the end, Morillas led him across the line for seventh by just over half-a-second.

They were the last riders on the same lap as the leaders, with Papa's Honda triple leading the privateers, and two laps adrift. There were 14 finishers.

As well as Ruggia, the retirements were Sito Pons, who had been riding strongly in seventh before he was forced to retire with his injured hand badly swollen; and Doug Chandler, who pitted after only seven laps with terminal front wheel chatter.

Thus the last race was completed in the absence of the first and third placed people in the championship, Rainey and Schwantz, with Doohan's second place in any case secure. Kocinski and Gardner finished equal on points, but the American's better results (including this win) gave him fourth place overall. The absent Lawson was sixth.

250cc GP

In an all-Honda affair, Bradl's Honda led the first lap, but Cardus outranked him at the end of the back straight on the second, by which time Cadalora was fifth, behind Masahiro Shimizu and Alex Criville.

It took the new champion until lap six to get into second, by which time there were four in the leading group, packed up tight. But Cadalora's arrival stretched it out again, so that two laps later it was just him and Cardus up front, with Bradl settling for a safe third place, and Shimizu crashing his Honda unhurt.

For the next 20-odd laps, the old rivals prodded and probed at one another. Cadalora had an advantage, it seemed, on acceleration and speed,

while Cardus was as usual the last of the late, late brakings, especially at the sixth-gear bend leading into the Lucky Strike Loop, where he repassed Cadalora time after time.

And so it went, with the battle simply getting fiercer and fiercer, until an absolute classic of a last lap. They swapped back and forth five times in all, but this time Cadalora was tight into the crucial loop, and stayed in front.

No problem to Cardus, who held off his overtaking move until the exit from the corner. But it was too late, and Cadalora had a better line into the next corner, and led to the finish.

Behind Bradl, Criville was having a strong but lonely race. But he had trouble coming up from behind — Zeelenberg's Honda was leading Reggiani and slow-starting Wimmer. Then on lap 14 Zeelenberg lost the rear wheel on Suzuki Corner, and slid out unhurt. This allowed his rivals to up their pace, and they gradually closed on Criville.

In the last two laps, both overwhelmed him to take fourth and fifth places.

Alberto Puig succeeded at the finish in fending off Pier-Francesco Chili's Aprilia; the pair outrunning a fierce battle for ninth won at the last gasp by J.P. Jeandat from Kozono, Renzo Colleoni, Schmid and Haengelli.

Doriano Romboni was another non-finisher, with Urs Jucker and Paolo Casoli also crashing out together without injury.

There were no changes in the championship top positions, with Cadalora, Bradl and Cardus taking the top three places, Zeelenberg fourth, then Shimizu, Reggiani and Chili.

125cc GP

Kazuto Sakata set his first front-row position, from Wakai, Capirossi, Takada and Casanova, and led the first four laps. But it was Adi Stadler who leapt through from the third row to trail the Japanese rider, with Capirossi behind, and Casanova already losing ground at the head of the pursuit group.

The leading trio pulled away impressively as the others shuffled around behind them, but all the while Jorge Martinez was working his way up from a poor start, and by lap six he was at the head of the pursuit, and already closing up a gap of close on two seconds.

Before half-distance he was with the leaders, and Wakai, Gresini and Debbia had come with him. What had been a three-bike battle turned into a seven-bike battle, with Capirossi generally setting the pace, but the others making sure any attempt he made to break away didn't last long.

And so they went, back and forth. When Capirossi wasn't in front, Sakata was, but any one of the rest of the seven could have won. The only probability was that the Japanese rider would over-reach himself and fall off.

Well, he confounded the critics, and stayed on — instead it was Martinez who fell on lap 22, complaining about rough riding from both of the Japanese.

But nobody could match Capirossi's charge in the closing laps. It was all he and Wakai could do to stay in touch, to finish in that order.

Behind them, stretching out somewhat, Gresini led Debbia and the fading Stadler. Ueda defeated Raudies for seventh, the Japanese double winner out of touch with Bridgestones that didn't suit the circuit. A little way back, another group saw four bikes across the line in less than a second — Takada, Wada, Casanova and

Spaan. Peter Galvin was less than two seconds behind 15th-placed Petrucciani, missing his second points score of the year by a frustratingly narrow margin. **CN**

Results

125cc QUALIFYING: 1. Kazuto Sakata (1:33.597/83.583 mph); 2. Nobuyuki Wakai (1:34.348); 3. Loris Capirossi (1:34.031); 4. Koji Takada (1:34.161); 5. Bruno Casanova (1:34.217); 6. Jorge Martinez (1:34.227); 7. Mauro Vitali (1:34.392); 8. Fausto Gresini (1:34.459); 9. Noburo Ueda (1:34.784); 10. K. Wada (1:35.203); 11. Hans Spaan (1:35.680); 12. Dirk Raudies (1:35.682); 13. Gabriele Debbia (1:34.814); 14. Adi Stadler (1:35.065); 15. E. Cuppini (1:35.191); 16. Heinz Leuthi (1:35.526); 17. O. Petrucciani (1:36.671); 18. Hisashi Unemoto (1:35.659); 19. Peter Galvin (1:35.711); 20. A. Molenaar (1:35.839); 21. Robin Appleyard (1:36.251); 22. S. Foti (1:36.371); 23. Alessandro Gramigni (1:39.869).

250cc QUALIFYING: 1. Carlos Cardus (1:27.594/89.311 mph); 2. Luca Cadalora (1:27.676); 3. Masahiro Shimizu (1:28.206); 4. Wilco Zeelenberg (1:28.269); 5. Pier-Francesco Chili (1:28.370); 6. Loris Reggiani (1:28.416); 7. Martin Wimmer (1:28.669); 8. Helmut Bradl (1:28.869); 9. Jochen Schmid (1:29.039); 10. Renzo Colleoni (1:29.221); 11. Jean-Pierre Jeandat (1:29.544); 12. Alberto Puig (1:29.583); 13. K. Kozono (1:29.591); 14. Alex Criville (1:29.608); 15. Stefan Prein (1:30.089); 16. Paolo Casoli (1:30.256); 17. Bruno Haenggeli (1:30.268); 18. Dorian Romboni (1:30.402); 19. Harald Eckl (1:30.717); 20. Carlos Catalano (1:31.130); 21. Urs Jucker (1:31.519); 22. Ian Newton (1:32.866); 23. C. Vilairoj (1:38.085).

500cc QUALIFYING: 1. John Kocinski (1:25.100/91.92 mph); 2. Wayne Gardner (1:25.283); 3. Michael Doohan (1:25.709); 4. Juan Garriga (1:25.734); 5. Jean-Phillipe Ruggia (1:26.181); 6. Doug Chandler (1:26.228); 7. Kevin Magee (1:26.394); 8. Niall Mackenzie (1:26.651); 9. Sito Pons (1:26.844); 10. Didier de Radigues (1:27.338); 11. Adrien Morillas (1:27.896); 12. Eddie Laycock (1:29.218); 13. Marco Papa (1:29.934); 14. Cees Doorakkers (1:30.993); 15. Hans Becker (1:31.522); 16. Sepp Doppler (1:32.423); 17. Niggi Schmassman (1:32.923).

125cc GP: 1. Loris Capirossi (Hon); 2. Kazuto Sakata (Hon); 3. Nobuyuki Wakai (Hon); 4. Fausto Gresini (Hon); 5. Gabriele Debbia (Apr); 6. Adi Stadler (Cob); 7. Noburo Ueda (Hon); 8. Dirk Raudies (Hon); 9. Koji Takada (Hon); 10. K. Wada (Hon); 11. Bruno Casanova (Hon); 12. Hans Spaan (Hon); 13. Mauro Vitali (Gaz); 14. A. Molenaar (Hon); 15. O. Petrucciani (Apr); 16. Peter Galvin (Hon); 17. Robin Appleyard (Hon); 18. Jorge Martinez (Hon); 19. H. Unemoto (Hon).

Time: 41 min., 0.454 sec.

Distance: 26 laps, 56.602 miles.

Average Speed: 82.668 mph.

Margin of Victory: .897 sec.

Fastest Lap: Nobuyuki Wakai, 1:33.172, Lap 8.

250cc GP: 1. Luca Cadalora (Hon); 2. Carlos Cardus (Hon); 3. Helmut Bradl (Hon); 4. Loris Reggiani (Apr); 5. Martin Wimmer (Suz); 6. Alex Criville (Cob); 7. Alberto Puig (Yam); 8. Pier-Francesco Chili (Apr); 9. J.P. Jeandat (Hon); 10. Koji Kozono (Hon); 11. Renzo Colleoni (Apr); 12. Jochen Schmid (Hon); 13. Bruno Haenggeli (Apr); 14. Stefan Prein (Hon); 15. Harald Eckl (Apr); 16. Carlos Catalano (Hon); 17. Ian Newton (Yam); 18. Wilco Zeelenberg (Hon); 19. Dorian Romboni (Hon); 20. Masahiro Shimizu (Hon); 21. Urs Jucker (Yam); 22. Paolo Casoli (Yam).

Time: 42 min., 51.766 sec.

Distance: 29 laps, 63.019 miles.

Average Speed: 88.216 mph.

Margin of Victory: .074 sec.

Fastest Lap: Luca Cadalora, 1:27.826, Lap 19.

500cc GP: 1. John Kocinski (Yam); 2. Wayne Gardner (Hon); 3. Michael Doohan (Hon); 4. Juan Garriga (Yam); 5. Kevin Magee (Yam); 6. Niall Mackenzie (Yam); 7. Adrien Morillas (Yam); 8. Didier de Radigues (Suz); 9. Marco Papa (Hon); 10. Cees Doorakkers (Hon); 11. Hans Becker (Hon); 12. Eddie Laycock (Yam); 13. Sepp Doppler (Yam); 14. Niggi Schmassman (Hon); 15. J.P. Ruggia (Yam); 16. Sito Pons (Hon); 17. Doug Chandler (Yam).

Time: 50 min., 05.945 sec.

Distance: 35 laps, 76.058 miles.

Average Speed: 91.089 mph.

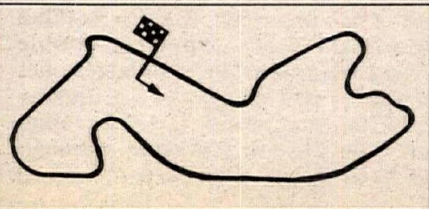
Margin of Victory: 6.145 sec.

Fastest Lap: John Kocinski, 1:25.100, Lap 12.

125cc WORLD C'SHIP FINAL POINT STANDINGS: 1. Loris Capirossi (200) 5 wins; 2. Fausto Gresini (181) 2 wins; 3. Ralf Waldmann (141) 2 wins; 4. Gabriele Debbia (111); 5. Noburo Ueda (105) 2 wins; 6. Jorge Martinez (99); 7. Alessandro Gramigni (90) 1 win; 8. Dirk Raudies (81); 9. Peter Oetli (67) 1 win; 10. Nobuyuki Wakai (60); 11. Heinz Leuthi (56); 12. Adi Stadler (56); 13. Kazuto Sakata (55); 14. Hans Spaan (54); 15. Bruno Casanova (45).

250cc WORLD C'SHIP FINAL POINT STANDINGS: 1. Luca Cadalora (237) 8 wins; 2. Helmut Bradl (220) 5 wins; 3. Carlos Cardus (205); 4. Wilco Zeelenberg (158); 5. Masahiro Shimizu (142); 6. Loris Reggiani (128) 1 win; 7. P.F. Chili (107) 1 win; 8. Jochen Schmid (96); 9. Martin Wimmer (89); 10. Paolo Casoli (65); 11. Andreas Preining (60); 12. J.P. Jeandat (59); 13. Alex Criville (51); 14. Carlos Lavado (34); 15. Dorian Romboni (32).

500cc WORLD C'SHIP FINAL POINT STANDINGS: 1. Wayne Rainey (233) 6 wins; 2. Michael Doohan (224) 3 wins; 3. Kevin Schwantz (204) 5 wins; 4. John Kocinski (161) 1 win; 5. Wayne Gardner (161); 6. Eddie Lawson (126); 7. Juan Garriga (121); 8. Didier de Radigues (105); 9. Doug Chandler (85); 10. J.P. Ruggia (78); 11. Adrien Morillas (71); 12. Eddie Laycock (57); 13. Alex Barros (46); 14. Cees Doorakkers (40); 15. Sito Pons (40).



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"1991 DUTCH ROAD RACING GRAND PRIX"

(#87B) A crowd of 135,000 turned up at Assen to watch Round 9 of the World Championship Series. They came to see their personal heroes in contention and the outcome was another stunning round in a record-busting series. It proved to be a dramatic day's racing and the 500 event fielded all the big-name stars including John Kocinski and current World Champion Wayne Rainey, Eddie Lawson, Kevin Schwantz and Wayne Gardner.

After a speedy but cautious start on a wet grid and with Aussie Mick Doohan in the lead, the race was stopped after 3 laps because of rain. It resumed after a 25-minute break and from then on it was drama all the way.

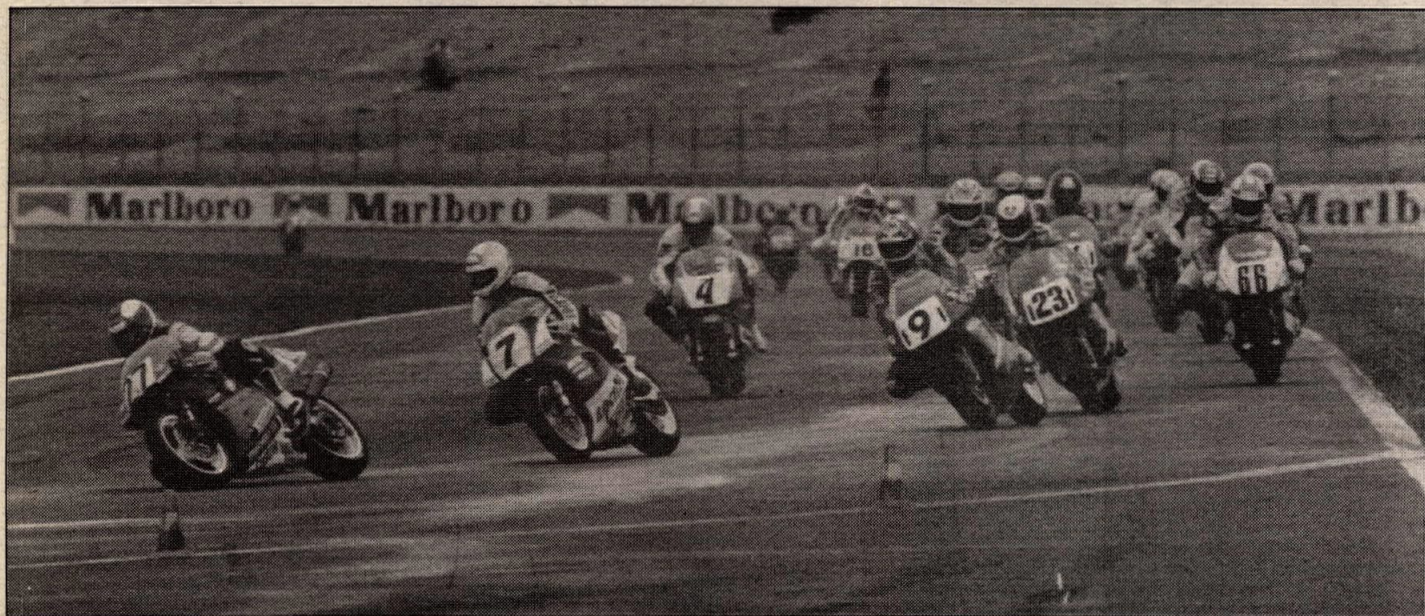
The 250cc event was a thriller with an eye-bulging three-way battle between points leader Luca Cadalora, P.F. Chili and Wilco Zeelenberg.

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ROAD RACE

World Championship Superbike Series: Round 11



Fred Merkel (27) leads Terry Rymer (7), Giancarlo Falappa (9) and Doug Polen (23) at the start of the first race.

The restarted race two saw Fabrizio Pirovano (2) at the front of the pack.



Polen's the champ!

By Bruce Newton
Photos by Johan Vandeckerkhove

MAGNY COURS, FRANCE, SEPT. 29

Doug Polen and the Fast By Ferracci team deservedly won the Diesel Jeans Superbike World Championship at Magny Cours with, appropriately enough, yet another display of dominance.

Two wins here, the first in tricky damp and slippery conditions wrapped up the title, the second on a dry track enabled Polen to show his complete mastery of the class as he ran away to win by 27.54 seconds while setting a new lap record.

In the end it was all somewhat anticlimactic, a feeling accentuated by the grey venue, grey weather and small crowd. This had been coming for a long time so relentless and irresistible has been the Texan's effort right from the get-go when he qualified on pole for round one of the championship back in April.

Polen's 14th and 15th wins of the season also ensured that the manufacturers' championship went to Ducati for the first time in the history of the series.

The defeated World Champion Raymond Roche fought hard on home territory and sailed perilously close to the edge more than once as he tried to halt the inevitable. Two second-place finishes and the move up from

third into second place in the World Championship were the factory Ducati rider's reward.

The man he replaced in that position, Rob Phillis, qualified on pole in the wet on Saturday but had a difficult race day in the dry. He managed a fourth in race one despite a slipping handlebar and fifth in race two on his spare Kawasaki ZXR750R after he high-sided on lap two of race two and forced a restart.

Fred Merkel (remember him?) showed there was life in the Honda RC30 yet with third in race one, his first podium of the year. Like Yamaha-mounted Terry Rymer, who posted 5-4 results, the Californian was able to overcome the deficiencies of his motorcycle in the iffy conditions by some hard riding. Unfortunately, poor tire choice in race two saw him back in the pack.

But what a pack it was! Some of the meanest, most vicious and subsequently entertaining racing of the year was to be seen as some of the hardest heads in racing — Giancarlo Falappa, Fabrizio Pirovano, Carl Fogarty and Rymer — bashed into each other.

It was like superbike racing used to be B.D. (Before Doug).

Qualifying

Magny Cours may be a brand new multi-million franc development, but in the wet and cold which persisted throughout Friday and Saturday it was rather bleak.

At its best on Friday afternoon, the weather was only barely worthy of trying slicks and then only for a lap or two before the rain came again. It was frustrating, particularly considering that the 2.64-mile circuit was a total unknown for most of the riders.

And no one seemed enamoured with what they found. At least it was reasonably safe, although having a hairpin at the end of the fastest straight drew general criticism, as did the last corner which in its design and the close proximity of concrete drew close parallels with the final turn at Laguna Seca International Raceway, although this was a right rather than left-hand corner.

Organized by the French FIM affiliate, the FFM, the meeting at times threatened to become shambollick. On Friday, Saturday and Sunday there were long delays because of oil or lubricant leaks that had found their way to the track surface. As a result, the first qualifying session on Saturday, originally due to start at 10:30 a.m., did not get underway until well after noon.

With the bad weather, other irritants such as the refusal of gate marshalls to recognise the official FIM superbike season pass and general dislike of the circuit layout, there was little affection felt for the meeting.

The one point on which the organizers, headed by former racer Jacques Bolle, were lauded was their removal of dangerous, jagged, car-style ripple strips from the outside of that final corner and the placement of extra hay bales there.

The only bright spot for those on Japanese bikes was that the conditions helped to bring them level against the Ducatis, or at least closer to them.

In the case of Phillis it was past them, for he stuck the factory Kawasaki ZXR750R on pole, the first time a Ducati has not occupied that position this season and the first time the Australian has been in the number one starting spot since Mansfeild, New Zealand, last November.

It was Polen who got closest to Phillis' one-minute, 57.06-second, 81.435 mph lap, cutting nearly five seconds to 1:57.65 in session two after finding that the Ducati's weight bias was not helping the front wheel to grip on the slippery surface, particularly in the few left-hand corners. A series of suspension adjustments and a full fuel

load did the trick, although he never headed Phillis.

Phillis had his own problems, with the Kawasaki misfiring and back-firing early in session two until the water-logged ignition box was replaced.

He had also tried a variety of different Michelin wets in both sessions before an experimental rear tire — in terms of both compound and tread pattern — that had been sitting in the back of the truck for sometime was pulled out toward the end of session two as Polen attacked.

Giancarlo Falappa had been the Ducati rider who briefly knocked Phillis from pole in session two, setting a 1:58.77 lap, before Team Manager Marco Lucchinelli decided enough was enough and pulled him in and told him he did a 56, a time Falappa swore he actually could have done: "But if he was first (in qualifying) I don't think he would sleep tonight and he would make a mistake at the first corner," smiled Lucchinelli.

These three were the only ones to improve their times among the leading riders from session one, the afternoon actually being somewhat wetter. Rymer was fourth: "I want it to rain every race next year if I ride a Yamaha," he laughed, ahead of the more doleful Pirovano, who did a good job considering he was sporting a broken right big toe and bad back from his crash at Misano in the second round of the Italian Championship the previous weekend.

Next came some real surprises. First off was rain-loving Finn Jari Suhonen on the Arwidson Yamaha who had been fourth after session one, then Carl Fogarty on the Silkolene Honda after touching one of the incredibly slippery painted lines in a fast corner and being flicked off the highside in session one. Merkel was a fogged up eighth on the Rumi Honda RC30 and first Pirelli rider, then came Daniel Amatriain, the Spaniard riding a Honda especially set up for the wet on Jean D'Hollander's dyno, the ace tuner suspecting such conditions might be encountered beforehand.

Roche was only 10th, but with no real problems he would admit to, then Mertens placing the Total-Wanty Ducati 11th after battling to find the right tire choice, eventually going for the 17-inch Pirelli rear, whereas Merkel was sticking with the 18 inch.

Notables further back were Scot Brian Morrison in 16th on the Drambuie Yamaha, World Endurance Championship leader Alex Vierra 18th on the Kawasaki France ZXR750R, Jean Yves Mounier a disappointed 20th on the Sonauto Yamaha, Jeff DeVries 21st, 1988 World Endurance Champion and talented wet weather rider Thierry Crine 24th on a private Kawasaki, Juan Lopez Mella 30th after crashing the Nivea Honda yet again.

Race One

Predictably Sunday dawned beautiful and bright with hardly a cloud in the sky. That changed in short order though, the clouds closing in to prevent the sun from drying the track completely for the first of two 58-mile races.

So although it never rained, the race would start damp, with plenty of wet patches and cement dust around much of the circuit as well, thanks to oil laid during the French Superbike Championship race earlier in the day.

"There's dust everywhere," declared Polen after completing his warm-up lap. "This is going to be interesting." Such are the lack of nerves of a man on the edge of a World Championship

that he can have a casual conversation on the grid.

While Polen elected to stay with slicks, as did Pirovano, all around was a sea of indecision and last-minute gambles. Phillis, Rymer, Roche and a host of others went for intermediate fronts, while Falappa chose intermediate front and rear.

Pirovano got the start but in the fast sweeper on the first lap his throttle cable broke. Immediately he shot his hand in the air and bikes somehow went flying past him on both sides without making contact: "I was afraid," recounted the little Italian later. "I stayed in the middle of the track and hoped all the others would get past me." Added Roche: "I prayed for him because so many riders came toward him (with their) heads down."

The leader was Merkel, Pirelli slicks at both ends, then Rymer, Falappa and Polen together, with a gap back to Phillis, Fogarty, Roche, Swede Christer Lindholm, Amatriain, Piergiorgio Bontempi, De Vries and Swiss Bruno Bammert.

For five glorious laps the Rumi RC30 held its once rightful place at the front of the field and for four of them Rymer was an equally distinguished second. But Polen was coming, although finding that the soft rear tire he had chosen was already wheel-spinning excessively. But on lap six he moved through to the lead and within a lap and a half had stretched his advantage to 2.85 seconds.

Phillis was second by the sixth lap and it was a good effort considering he'd discovered to his horror on the first lap that the right-hand handlebar was slipping. "It was coming back to the tank, the bike kept on wanting to turn left," he said later.

But Phillis still managed to attack Polen a little, cutting the gap to 2.25 seconds on lap 14 as the American tantalizingly slowed. But it was back to 3.2 seconds a lap later, and at the checkered flag a jubilant new World Champion had secured the win by 3.44 seconds.

"It was pretty tense out there leading the race knowing I can win the championship if I kept this position," Polen said. "By the end the rear tire was pretty worn — it was a soft compound so I'll go harder for race two and it should be a lot better."

Behind him the battle raged for second, Rymer displaced Merkel for third on lap nine and started pressing Phillis, while behind them all Roche was closing the gap.

No matter how hard Rymer attacked Phillis he did not have the top-end to beat the Kawasaki and when Roche ran him off the dry line at the hairpin on lap 19 while passing him for third, Merkel nipped by for fourth as well.

At the completion of that lap Roche ducked under Phillis while braking for the last corner to take second. By the end of the following lap, Merkel had dispatched the Kawasaki rider back to fourth, again blocking Rymer. That was the way they finished, the four of them split by just 1.25 seconds.

So the only three men ever to win the Superbike World Championship stood together on the rostrum after race one, and for Merkel it was his first such position of the year. His grin said it all.

"I was using the softest front tire we've got, but it was too soft," Merkel said later. "It was a real gamble because nobody's had any dry time at all, but I just hung in there riding as hard as I could and hoping to not fall down."

Fogarty came through for a typical fighting sixth, ruing his switch from slicks to intermediate front. He'd had to dodge Falappa's crashing Ducati at



Doug Polen celebrates his first-ever World Championship on the rostrum.

the hairpin on lap eight, the Italian losing the front end after hitting oil.

Mertens, very critical of the start, fought back through a bevy of Yamaha privateers to finish seventh. He later launched a protest, demanding that riders who jumped the start be brought to justice. He received no joy despite a pre-race warning by the FIM Jury that anyone seen moving before the green would incur a one-minute penalty.

The rest were led by Morrison, who passed Suhonen with just three corners to go after the latter had fought back from a shocking start. Bammert rounded out the top 10.

DeVries had risen as high as seventh, six seconds in front of eighth on lap nine only to have his soft rear Dunlop send him sliding backwards to 12th place. Lindholm missed a gear, ran off, but managed to salvage a point for 15th. Amatriain too ran off after locking up the rear and he dumped it on the grass just as he was about to rejoin. He eventually did get going again but finished 20th with no points.

Race Two

By this time the track was virtually dry. Slicks were in order all round and various suspension and gearing tweaks had been made by all after the experience of race one.

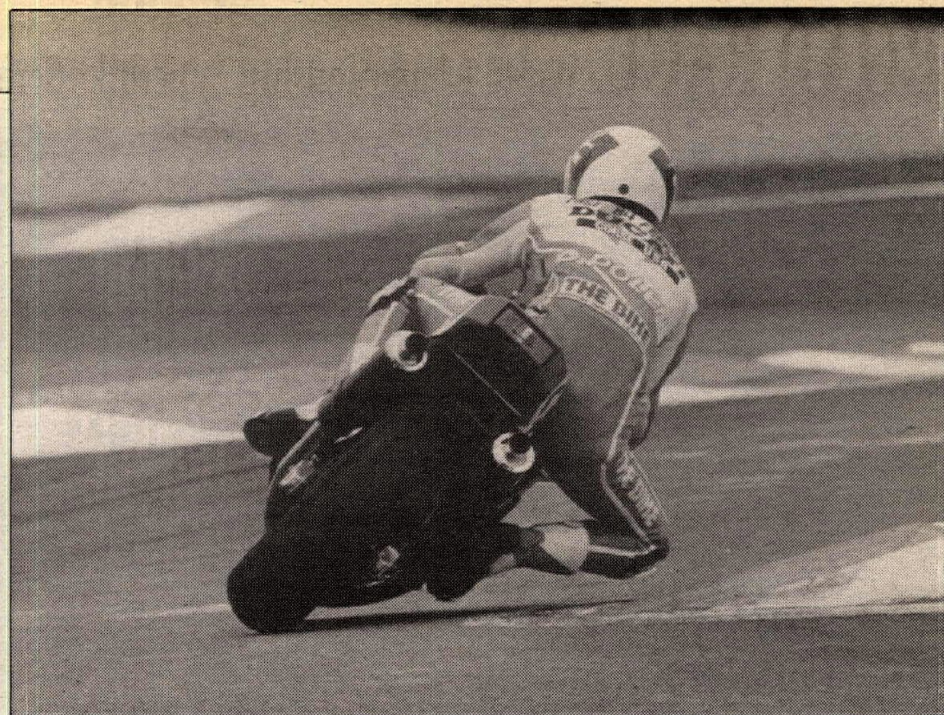
Rymer gained the holeshot with Pirovano, Fogarty, Phillis, Falappa, Polen, Merkel, Mertens and Roche forming the lead group, while Amatriain led the rest.

But it all came to a quick red-flagged end on lap two as Phillis dove inside Fogarty at Adelaide hairpin and succeeded only in highsiding in grand fashion on the Kawasaki. Four other riders; Bontempi, Suhonen, Peter Rubatto and Christophe Guyot got caught up in the confusion and crashed to the ground, while Falappa was run off the track. None of the crashers were seriously injured, but only Phillis and Suhonen would restart, the latter requiring only a new gear lever.

Phillis needed a new bike, riding the remnants of his ZXR back to the pits while his crew worked overtime to get the spare — which had seen just three laps service all weekend — ready to go.

"I gassed it up too much and high-sided, about 15 guys came down behind me," Phillis exclaimed as he limped into the garage: "My foot is killing me, I think I've broken about four toes."

But according to marshalls, a Belgian photographer, Polen and Falappa, some liquid leaked from Phillis' bike just before his crash so



Polen showed his back to the field as he won both races and the World Championship.

it may not have been simply a case of too much throttle. The bike was later inspected by team manager Peter Doyle but no obvious signs of a leak were found: "It's destroyed though," he confirmed. "It bent the frame, swing arm, forks, triple clamps, even the engine probably, because the case protectors have been pushed in. It must have been quite a crash."

With the race restarted from zero laps, Phillis was entitled to take his place back on pole, but he got a poor start — understandably — and Pirovano led Rymer, Fogarty, Polen, Merkel, Roche, Amatriain, Phillis, Mertens, Suhonen, Lindholm, Edwin Weibel and Falappa through on the first lap.

Polen was wasting no time, though, slicing into the lead lap two, leading and by 2.75 seconds on lap three, 4.36 on lap four and so on. He just kept extending it in a World Champion's display of utter dominance, setting the lap record at 1:44.98, 2.4 seconds better than the record he'd established in leg one and nearly a second faster than anyone else in race two.

"I got a good start and I just decided how hard I could go for as long as I could," he explained afterwards. "At the end, just for fun, I decided to see just how fast I could go."

His winning margin was 27.54 seconds, an incredible superiority by superbike standards and the biggest margin since Australian Peter Goddard's victory at Oran Park in 1989.

The man who eventually came home second again was Roche, breaking clear of the rest early on and pursuing Polen as hard as he could and nearly paying the price a couple of times. He encountered dramas with his rear Michelin and he was not alone for once, users of the French product generally struggling.

Third was Mertens, he and Phillis had come right through the huge, haggling, ill-tempered pack together, and once the Australian's front Michelin had faded away he pounced for third.

Phillis' problems were such in the end that his fine ride only netted him fifth, as Rymer broke away from the rest to pass him on lap 20 for fourth.

Pirovano led the group, just defeating Fogarty, Falappa and Weibel's Ducati — the latter coming on strong in the last few laps — and Merkel, who had faded as his rear tire gave up.

For most of the race Pirovano and Falappa had frustrated Rymer, Fogarty and Merkel: "They were so slow in the corners but they had so much grunt," exclaimed Fogarty, in a typical comment.

Rymer managed to break free of

them only after intentionally T-boning Falappa to get past him and that was one of a series of "brain-in-the-toolbox" moves these combatants pulled on each other. Entertaining for the spectators for sure, but when Falappa hit Rymer on the helmet in the Parc Farme it wasn't in good humored fun.

Nothing further came of that incident thankfully, although getting his head thumped would be nothing new for Rymer, or the rest of them for that matter.

After all, Polen's been making them bang their heads against a brick wall all year. **CN**

Results

QUALIFYING: 1. Rob Phillis (1:57.06/81.435 mph); 2. Doug Polen (1:57.65); 3. Giancarlo Falappa (1:58.77); 4. Terry Rymer (1:59.66); 5. Fabrizio Pirovano (2:00.01); 6. Jari Suhonen (2:00.28); 7. Carl Fogarty (2:00.35); 8. Fred Merkel (2:00.40); 9. Daniel Amatriain (2:00.50); 10. Raymond Roche (2:01.04); 11. Stephane Mertens (2:01.04); 12. Christer Lindholm (2:01.05); 13. Bruno Bammert (2:01.52); 14. Piergiorgio Bontempi (2:01.35); 15. Brian Morrison (2:01.44); 16. Robert Chesaux (2:01.47); 17. Peter Rubatto (2:01.54); 18. Alex Vieira (2:01.68); 19. Philippe Mouchet (2:01.86); 20. Yves Mounier (2:01.87); 21. Jeffry De Vries (2:01.96); 22. Michel Mattioli (2:02.18); 23. Edwin Weibel (2:02.37); 24. Thierry Crine (2:02.39); 25. Serge David (2:02.53); 26. Christophe Guyot (2:02.71); 27. Christian Lavieille (2:03.11); 28. Bruno Bonhuil (2:03.32); 29. Sagardogui Ma (2:03.51); 30. Juan Lopez Mella (2:03.55); 31. Pierre Imstepf (2:03.62); 32. Florian Ferraci (2:03.65); 33. Marcel Kellenberger (2:03.76); 34. Steve Manley (2:03.87); 35. Emmanuel Lentaigne (2:03.90); 36. Luc Romanens (2:03.92); 37. Yannick Legauto (2:03.96); 38. Peter Krummenacher (2:04.08); 39. Andreas Meklau (2:04.25); 40. Urs Zwicker (2:06.04); 41. Anton Berghammer (2:07.06); 42. Marc Longo (2:08.60); 43. Ernst Gschwender (2:09.20); 44. Andre Lussiana (2:10.16).

RACE ONE: 1. Doug Polen (Duc); 2. Raymond Roche (Duc); 3. Fred Merkel (Hon); 4. Robert Phillis (Kaw); 5. Terry Rymer (Yam); 6. Carl Fogarty (Hon); 7. Stephane Mertens (Duc); 8. Brian Morrison (Yam); 9. Jari Suhonen (Yam); 10. Bruno Bammert (Yam); 11. Piergiorgio Bontempi (Kaw); 12. Jeffry De Vries (Yam); 13. Michel Mattioli (Kaw); 14. Edwin Weibel (Duc); 15. Christer Lindholm (Yam); 16. Juan Lopez Mella (Hon); 17. Marcel Kellenberger (Yam); 18. Robert Chesaux (Hon); 19. Christophe Guyot (Hon); 20. Daniel Amatriain (Hon); 21. Bruno Bonhuil (Yam); 22. David Berge (Hon); 23. Peter Rubatto (Hon); 24. Pierre Imstepf (Duc); 25. Sagardogui Ma (Yam).

Time: 40 min., 06.75 sec.

Distance: 22 laps, 58.242 miles.

Average Speed: 87.139 mph.

Margin of Victory: 3.44 sec.

Fastest Lap: Doug Polen, 1:47.38.

RACE TWO: 1. Doug Polen (Duc); 2. Raymond Roche (Duc); 3. Stephane Mertens (Duc); 4. Terry Rymer (Yam); 5. Rob Phillis (Kaw); 6. Fabrizio Pirovano (Yam); 7. Carl Fogarty (Hon); 8. Giancarlo Falappa (Duc); 9. Edwin Weibel (Duc); 10. Fred Merkel (Hon); 11. Brian Morrison (Yam); 12. Jari Suhonen (Yam); 13. Daniel Amatriain (Hon); 14. Jeffry De Vries (Yam); 15. Philippe Mouchet (Yam); 16. Christer Lindholm (Yam); 17. Bruno Bammert (Yam); 18. Juan Lopez Mella (Hon); 19. Florian Ferraci (Duc); 20. Pierre Imstepf (Duc); 21. Marcel Kellenberger (Yam); 22. Serge David (Hon); 23. Sagardogui Ma (Yam); 24. Steve Manley (Yam); 25. Luc Romanens (Yam).

Time: 38 min., 54.92 sec.

Distance: 22 laps, 58.242 miles.

Average Speed: 89.820 mph.

Margin of Victory: 27.54 sec.

Fastest Lap: Doug Polen, 1:44.98.

C'SHIP POINT STANDINGS: 1. Doug Polen (358); 2. Raymond Roche (245); 3. Rob Phillis (239); 4. Fabrizio Pirovano (185); 5. Stephane Mertens (183); 6. Carl Fogarty (137); 7. Terry Rymer (132); 8. Fred Merkel (116); 9. Davide Tardozzi (108); 10. Giancarlo Falappa (103); 11. Udo Mark (68); 12. Jari Suhonen (57); 13. Jeffry De Vries (54); 14. Scott Russell (53); 15. Juan Lopez Mella (53).

HARE & HOUND AMA National Championship Hare & Hound Series: Final round



FILE PHOTO BY TOM VAN BEVEREN

The National Championship Hare & Hound Series title was decided at the final round; KTM's Danny Hamel prevailed.

Hamel clinches title at Wendover

By Anne Van Beveren

WENDOVER, NV, SEPT. 29

When the racers staged for the final round of the National Championship Hare & Hound Series, four riders were hoping to become only the second different rider ever to own the National Championship Hare & Hound crown. After more than three hours of racing over a three-loop, 100-mile-plus course, it was KTM's Danny Hamel emerging above the rest, scoring the overall win as well as the 1991 Championship title.

The KTM 540E/XC-mounted rider, Hamel, was in striking distance of the lead from the minute the banner dropped. He eventually rocketed to the front in the fast-paced terrain of loop two and stayed there for the rest of the race.

Hamel's fourth overall win of the season put him 23 net points ahead of the nearest competition at the end of the shortened six-race series and

continued the KTM domination of the series begun by Hamel's now-retired teammate, five-time National Hare & Hound Champion Dan Smith. Besides Hamel, no other rider has ever worn the Hare and Hound crown other than Smith.

"I don't think words can really express how I feel. It hasn't really sunk in yet," said Hamel, after taking the victory. "I'm still in shock but I'm really happy."

The pressure was on as the field of 200 riders lined up for the start of the race, which was organized by the Utah Desert Foxes. The cancellation of two rounds late in the series meant the 97-mile event near the Nevada/Utah border was the last chance to gain championship points, and the overall title and four of the six expert classes were still up for grabs.

"It was between me, Garth (Sweet

land) and Larry (Roeseler) for the overall," Hamel explained. "If Larry won, I had to finish third to beat him and if Garth won, I had to get better than 13th. I was really nervous before the race. I wanted to do really good."

The banner dropped for the first time just before 10:00 a.m. and Kawasaki's Paul Krause led the Expert classes in the charge up the dusty bomb run and into the first section of the three-loop course. Kawasaki KX500 pilots Ted Hunnicutt and Sweetland were hard on his heels as Hamel flashed past the bomb. Hamel's 250cc teammate Jimmy Lewis was not far behind. The rest of the field disappeared under a blanket of blinding dust.

"The dust was pretty bad. I felt I had a decent bomb but it was too dusty to tell," said Lewis. "If you'd been any

further back you would've been in real trouble."

Roeseler's chance of his first and only National title was on the line as soon as the banner dropped. "My foot slipped off at the start and it took a couple of kicks. I must've been the last bike off the line," said Roeseler. "It was super dusty. You couldn't see a thing back there."

Nevada's infamous rocks kept the racers close to the ribbon and passing was almost impossible until the worst of the dust had cleared.

Krause led the first half of the 23-mile opening loop, then Hunnicutt moved up for his shot at the dust-free lead.

"I got him in the trees. We started really going at it, back and forth," said Hunnicutt. "It was so tight in that section that you'd end up first or second depending on which side of the tree you went around. I got stuck in a tree, finally. I couldn't get the bike out and by the time I got going Hamel was right behind me."

Krause was 13 seconds ahead of Hunnicutt as he charged into pit row at the end of the first 40 minutes of racing. Hamel was half a minute back in third, Sweetland was on the gas in fourth and Lewis, trying to hold onto the points lead for the 250cc National title, headed the 250cc contenders in fifth.

"I had to finish eighth or better in my class so there wasn't a whole lot of pressure. I pretty much approached it the same as any other race," said Lewis. "My strategy was to ride safely in the dust and pass everybody when I got to the trees and that's what I did."

Scott Morris was going strong with the tight terrain of loop one behind him and Roeseler had worked through the pack to claim 10th overall.

Loop two headed out to the west and the 32-mile circuit gave Hamel the break he was looking for.

"I knew it was going to be really fast and I wanted to make up time," said Hamel. "Hunnicutt had crashed about 10 miles into the loop. I made sure he was alright, then I took off after Krause. I caught him halfway through the loop in a really tight canyon."

Further back in the pack, Hamel's rivals for the overall title were starting to get into stride. Roeseler had battled through the tail-end dust to break into the top five and Sweetland had dashed past Hunnicutt to claim third.

"I wasn't feeling that good at the start and I wasn't riding well," said Sweetland. "I just wasn't in the right mode. That lasted until halfway round the first loop but I started feeling better after that."

Utah's Brent Fox was on the move after a two-kick start dusted him out in the early running. Todd Peugh was picking off the competition at a steady rate and Husaberg-mounted David Rhodes was making his move on ATK's Don Griewe, who had already sewn up the Four-Stroke class championship title and still had an outside shot at the overall.

"I had to win it overall and Hamel had to break. Roeseler was one point ahead of me going into the race and I still had to worry about (Sweetland), but there was a chance," said Griewe.

But Griewe's hopes were dashed when a broken chain sidelined him 10 miles from the end of loop two.

Over-30 Expert Paul Ostbo was wrapping up his class championship from more than 700 miles away in Los Angeles. Injuries forced the Kawasaki rider to miss the final event of the series but a no-show by Grant Palenske, the only racer within striking distance of the lead, gave Ostbo the class championship.

Bill Maxim was enjoying one last hurrah in the Over-40 class. With two National titles under his belt and four wins already ensuring this year's title, Maxim was still charging hard at the head of the class, just 15 places behind the overall leader.

Yamaha pilot Jeff Capt was taking a break after wrapping up the 125cc title at the end of round five, leaving Kawasaki racer Jon Almberg in charge of the final round of the series.

"I led all the way," said Almberg. "I got a good start and got out of the dust on the first loop and that helped a lot. I had no problems at all after that."

The real battle in the 125cc division was back in second, where Kawasaki KX125 pilots John Braasch and Dana Van Stee were racing neck-and-neck for second place in the series.

"It went back and forth the whole race," said Van Stee. "We both really wanted second and we knew the points were close. He was in front up to the bomb but I had the lead at the end of loop two."

Hamel made the most of the fast-paced sections in loop two and had stretched his lead to a minute and a half by the time he hit pit row for the second time. Krause charged through in second, Sweetland was less than half a minute back in third, and Hunnicutt and Roeseler were a minute ahead of Lewis, who was still at the head of the 250cc pack in sixth overall.

The Kawasaki charge hit the skids just a few miles into the tight, technical terrain of the 36-mile third loop.

"I missed the turn that went back up into the mountains and I was

circling around looking for the course," said Krause. "I looped back around and found Roeseler who was having some bike problems."

Hunnicutt stopped to help Roeseler, who had broken his front brake caliper, and decided to call it quits once Roeseler was back on track.

"I hurt my leg last weekend — popped it out really bad, and it just didn't hold up," Hunnicutt explained. "It was feeling pretty good when I decided to race but it was getting tired by the third loop."

Lewis swept by in the middle of the confusion.

"They had a Kawasaki convention out there trying to figure out what was going on. Larry, Ted and Paul were all stopped," said Lewis. "Krause saw me coming and took off in front of me. I waited until we got into the trees, then I kind of snuck up on him and passed him."

The third loop was even more technical than the first, the trees were even tighter, and the club threw in a tricky downhill for good measure.

"It was a gnarly old downhill," said Hamel, who was more than two minutes ahead of second place when he reached it. "It was really steep. There was one rut and they had just rolled all the rocks out of the way. If you got out of the track you were instantly in trouble."

As Sweetland chased Hamel for the last 20 miles, he was wishing they could go one more.

"I knew I would have to have a lot of good luck to win it by then," said Sweetland. "Hamel basically had to finish worse than 15th and I would

have to win. I was in a position that if he broke it might've happened, but he had a good ride and took it to the finish."

Hamel charged home just short of three hours after the race began and claimed the win and the overall championship by a comfortable margin of three and a half minutes.

"I had to change an air filter at my second gas because of the dust but other than that I had a flawless ride," said Hamel, who is sponsored by KTM, Answer, Duralube, Metzeler, Acerbis, F&L, RK, N-Style, Scott USA, Z-Racing, Scotts, Alumilite, Gaerne, Songdog Packs. "The course was really neat, especially the third loop. That had a lot of trees and I don't think I ever rode that well in trees before."

"I felt pressure because I really wanted to do good today," Hamel said. "I tried not to show it but I felt it. But everything turned out great."

Sweetland held second all the way to the checkered flag.

"I think the club did a really good job," said Sweetland, who thanked Dave Brosius for prepping his bike.

A third-place finish, five minutes behind Sweetland, gave Lewis the 250cc class win and National 250cc honors.

Krause stormed home a minute behind Lewis to claim fourth overall and summed up the feelings of many of this year's championship contenders.

"I'm kind of disappointed because it only ended up being six races and we only count our best four," said the Kawasaki-backed racer. "But hopefully some of the land use things and

money problems for some of the clubs can be put away and we can race some more next year."

Fox raced home fifth overall to take second in the 250cc division and Morris continued a steady run all the way to sixth, ahead of 250cc contenders Todd Peugh and Greg Searle.

Rhodes topped the Four-Stroke class in ninth overall, seven places ahead of number two in class Mark Franklin, and Jon Almberg came out on top of the 125s in 14th, with 17-year-old Van Stee taking second in class and second in the National 125cc results after Braasch broke down late in the third loop.

"The engine disintegrated," said Braasch. "I haven't had one good National race this year."

Richard Staley overtook the Class 30 competition and Bill Maxim dominated Class 40 all the way to the win in 15th overall.

Anna Merritt topped the two-loop Women's race but lost the class championship title to KTM's Christine Ogren, who finished second in the final round of competition. **CN**

Results

O/A: 1. Danny Hamel (KTM); 2. Garth Sweetland (Kaw); 3. Jimmy Lewis (KTM); 4. Paul Krause (Kaw); 5. Brent Fox (Yam); 6. Scott Morris (Kaw); 7. Todd Peugh (Kaw); 8. Greg Searle (KTM); 9. David Rhodes (Hbg); 10. Eric Larson (Yam); 11. Aron Huntington (Kaw); 12. Larry Roeseler (Kaw); 13. Dan Richardson (Kaw); 14. Jon Almberg (Kaw); 15. Bill Maxim (Kaw); 16. Mark Franklin; 17. Dana Van Stee (Kaw); 18. Steve Ogren (KTM); 19. Brad Childs; 20. Edd Price.

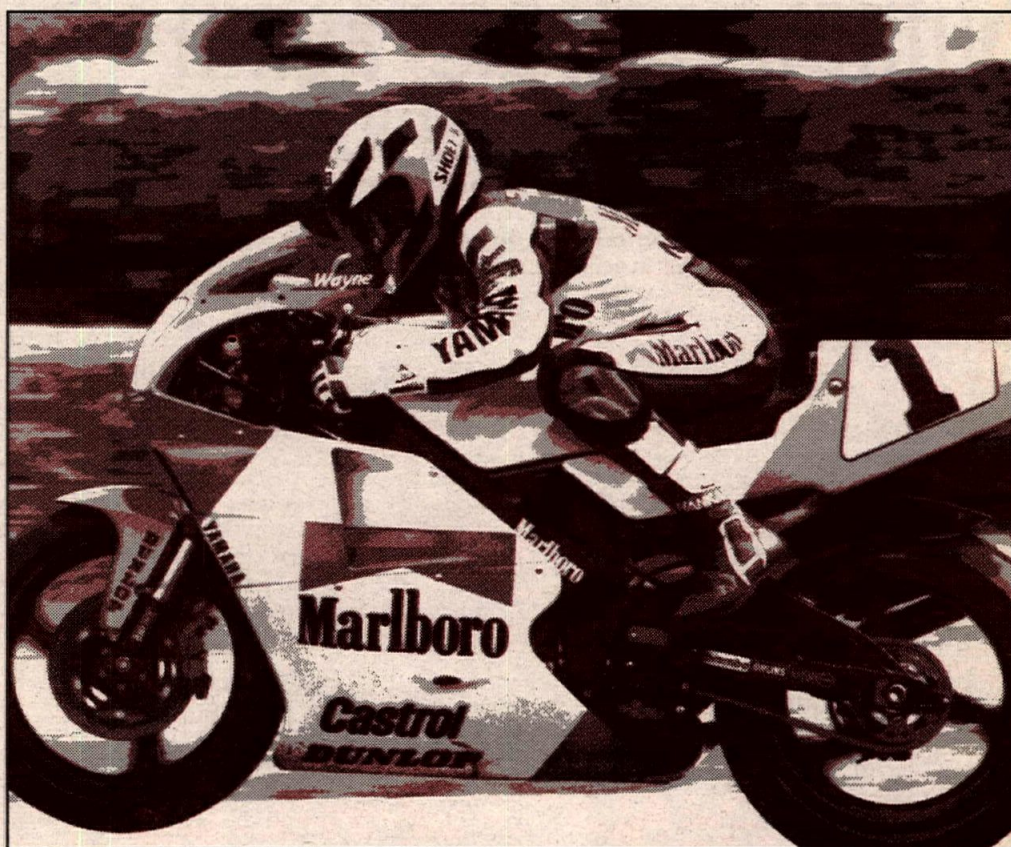
AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES FINAL POINT STANDINGS: 1. Danny Hamel (120) 4 wins; 2. Garth Sweetland (97); 3. Paul Krause (90); 4. Larry Roeseler (89) 1 win; 5. Don Griewe (80); 6. Jimmy Lewis (72); 7. (TIE) Paul Ostbo/Chris Crandall (65); 9. Greg Searle (48); 10. Ted Hunnicutt (46) 1 win.

DUNLOP MAKES IT A RAINY SEASON.

third place finishes, all on Dunlop tires. To make matters worse for the competition, Dunlop rider Kevin Schwantz was the season's other big winner, capturing five first place finishes in the 15 race series. And just for good measure, John Kocinski took the final round of the 500cc GP in Malaysia, on September 29th, a remarkable 12 for 15 Dunlop win record.

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HARE SCRAMBLES

AMA National Championship Hare Scrambles Series: Final round



FILE PHOTO BY TOM TYSL

Two-time champion Scott Summers capped off the 1991 National Championship Hare Scrambles Series with a victory.

Summers strikes again

LYNNVILLE, IN, SEPT. 29

It was a fitting end to a sparkling season for Honda's Scott Summers. Summers, who had earlier clinched his second consecutive National Championship Hare Scrambles title, scored the overall win in what was the final round of the National Championship Hare Scrambles Series at Lynnville.

"It was just a storybook day for me," said the champ. "Everything just went perfect, my bike worked great and there were no controversies. Can you believe that?"

Just after the halfway point of the race, Summers passed leader Scott Plessinger and went on and scored his fifth win of the series. KTM-mounted Plessinger later dropped out of the race, handing the runner-up spot to Kawasaki's Duane Conner, who was followed across the finish line by Kawasaki's Aaron Hough, ATK's Johnny Martin and Yamaha-mounted Ethan Goodrich, respectively.

Martin, a former National Hare Scrambles Champion, was the overall A class rider, while Andy Cregg was the top B rider. Mike Vandiver led the C riders across the checkers.

The event, hosted by the Indiana/Illinois/Kentucky Enduro Riders Association, laid out a challenging 6.5-mile-a-lap course on what once was a coal mining site.

"The terrain was mostly unnatural, technical and tight," said Summers. "Since the course was fairly short, I thought the trail would get really rough, but it didn't. Getting by lappers was a problem at times, though."

As the first wave of AA riders rounded the first corner, it was former National Hare Scrambles Champion Ed Lojak and his factory-backed ATK out in front, followed closely by local favorite John Robbins, Summers, Conner, Plessinger and Hough.

Lojak's lead, however, was short-lived.

"About two miles into the first lap, Eddie crashed and I saw him in the bushes," said Summers.

The crash knocked the former champ out of lead contention for the rest of the race, and he eventually finished 13th overall.

Robbins inherited the lead when Lojak bailed, but Summers was charging hard in second.

The duo led the way only for a short time, however, as both Robbins and Summers momentarily took an off-track excursion.

"We were going through these ridges and I was watching Robbins' helmet," said Summers. "Unfortunately, he blew a turn and I followed him and sacrificed three positions."

Summers reentered the race in fourth, with Robbins right behind the Honda XR600 pilot. Robbins rode a brilliant race, hanging with the leaders throughout the race, eventually finishing sixth overall.

Plessinger suddenly found himself leading the race ahead of Conner, Hough and Summers.

"I wasn't really expecting to do real well," said Plessinger. "I hurt my back at work before the West Virginia National and I've had the flu this past week. I actually didn't decide to race here until last night. I was just hoping to put in a decent finish."

Once out in front, Plessinger decided he wanted more than a "decent finish" and maintained a slight lead over Conner, while Summers began putting the pressure on Hough.

"I eventually got around Hough, then reeled in Conner," said Summers. "Conner and I dived for a little while, then I got him and caught Plessinger."

As the race progressed, Plessinger

and Summers began putting distance between themselves and third-place Conner.

"We pulled about 15 seconds on Duane at about the halfway point, then we came into the pit area," said Summers. "Scott pitted and my mechanic Fred Bramblett waved me on through, so I didn't stop."

This move put Summers into the lead, while Plessinger exited the pits in second after refueling.

"I knew I was going to have to pit the next time around, so I rode hard that lap to gain some time on Plessinger," said Summers. "As it turned out, I did have a good lap, and when I pitted on the next lap, I got out ahead of Plessinger. That four-second pit stop was probably the turning point of the race for me."

Shortly thereafter, Plessinger backed off the throttle and eventually withdrew from the race.

"I started getting stomach cramps about the fifth lap," said Plessinger. "I was feeling pretty good early in the race, but when I stopped for gas, that was it. It just took it all out of me. I just wasn't feeling good and I wasn't prepared for this race, so I stopped. I figured since I got a good start that I might as well try and do good."

At this point, Summers looked to have the win all but wrapped up, but Conner gave it one last shot at the leader.

"I came by the pits and Fred (Bramblett) told me that Conner had gained 45 seconds on me, so I gassed it back up on that lap and gained back that 45 seconds and that was it."

Summers eventually crossed the finish line approximately a minute ahead of runner-up Conner, followed by Hough, Martin and Goodrich. **CN**

Results

O/A: 1. Scott Summers (Hon); 2. Duane Conner (Kaw); 3. Aaron Hough (Kaw); 4. John Martin (ATK); 5. Ethan Goodrich (KTM); 6. Frank Keegan (ATK); 7. Harvey Whitaker (Hon); 8. Ron Naylor (ATK); 9. John Robbins (KTM); 10. Steve Leivan (Yam); 11. Dave Gunn (Kaw); 12. Kelly Getz (Hus); 13. Ed Lojak (ATK); 14. Tom Ehmke (Hus); 15. Brian Walker (KTM); 16. Gary Adams (Suz); 17. Scott Martin (ATK); 18. Shad Ricketts (Kaw); 19. Jeff Austin (Hon); 20. Don Bohn (Suz).

AA: 1. Scott Summers (Hon); 2. Duane Conner (Kaw); 3. Aaron Hough (Kaw); 4. Ethan Goodrich (KTM); 5. Frank Keegan (ATK); 6. Ron Naylor (ATK).

200 A: 1. Brian Walker (KTM); 2. Vince Throckmorton (Hon); 3. Bryan Wesson (Kaw); 4. Rich Caviness (Kaw); 5. Gene Thurman (Yam).

250 A: 1. John Martin (ATK); 2. Steve Leivan (Yam); 3. Dave Gunn (Kaw); 4. Shad Ricketts (Kaw); 5. Jeff Austin (Hon).

OPEN A: 1. Kelly Getz (Hus); 2. Tom Ehmke (Hus); 3. Scott Martin (ATK); 4. Chris Graber (Yam); 5. Roger Mayes (ATK).

VET A: 1. Gary Adams (Suz); 2. Jeff Steinrock (Hon); 3. Mike McCarren (Yam); 4. Herman Pettit (Hon); 5. Kent Wagner (KTM).

SR A: 1. Joe Lojak (Yam); 2. Lon Walters (Kaw).
S/SR A: 1. Emmett Cox (Suz); 2. Chas Burk (Hon); 3. Don Hough (Kaw); 4. Gabby Hayes (ATK); 5. Chas Galbraith (Hus).

4-STRK A: 1. Harvey Whitaker (Hon); 2. Don Bohn (Suz); 3. Craig Hayes (Hus); 4. Jared Green (KTM); 5. Rod Carrier (Suz).

200 B: 1. Andy Cregg (Kaw); 2. Kevin O'Brien (Kaw); 3. Kevin Brandon (Kaw); 4. James Hough (Kaw); 5. Jay Baumert (Suz).

250 B: 1. Rich Bryan (Suz); 2. Darryl Moody (Suz); 3. Scott Sims (Hon); 4. Darren Birge (Kaw); 5. John Bradley (KTM).

OPEN B: 1. Tim Jackson (ATK); 2. Dave Rafferty (Yam); 3. Tim Gilliland (ATK); 4. Rod Oller (Hon); 5. Mike Titzer (KTM).

VET B: 1. Brian Erwin (Suz); 2. Bryon Cannon (Kaw); 3. Kevin Kasey (Hon); 4. Tom Krag (Hus); 5. D. Robinson (Hon).

SR B: 1. Denny Aigner (Yam); 2. David Graham (Hon); 3. John Freidli (Suz); 4. Mike McGee (Kaw); 5. P.R. Macke (Yam).

S/SR B: 1. Ron Throckmorton (Hus); 2. Bob Gride (ATK).

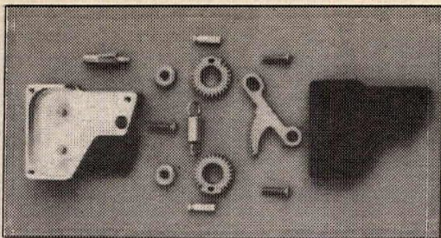
4-STK B: 1. Bob Sloan (Hon); 2. Chas Dailey (Hon); 3. Dana Cash (Hon); 4. Dan Granderson (Hon); 5. Carl Pruett (Suz).

C CL: 1. Mike Vandiver (Yam); 2. Scott Horton (Kaw); 3. Chas Vanway (Yam); 4. Robert Tresch (Kaw); 5. Paul Wright (Kaw).

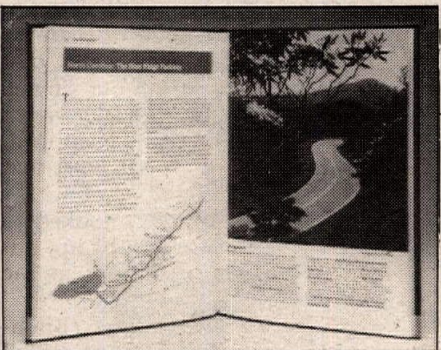
BUDDY: 1. Steve Short/Greg Sims (Hon); 2. James Miller/William Mullen (Hus); 3. Tom Griffin/Terry Cooper (Suz); 4. Tim Coomer/Ken Coultas (KTM); 5. Jeff McElhiney/Kevin Russell (Yam).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES FINAL POINT STANDINGS (Unofficial): 1. Scott Summers (205) 6 wins; 2. Ron Naylor (134) 2 wins; 3. Duane Conner (132); 4. Ethan Goodrich (72); 5. Tony Hendon (65); 6. Frank Keegan (61); 7. Terry Cunningham (58); 8. Chris Caplinger (55); 9. Scott Plessinger (51); 10. Harvey Whitaker (46).

NEW PRODUCTS



AMP Research's Power Clutch is a bolt-on device for any Harley-Davidson motorcycle, 1982 models and newer. The Power Clutch is claimed to reduce the effort required to pull in the clutch by 50%, and will allow for one finger operation. The clutch mounts underneath the clutch lever, and mounts on the stock mirror mount. Four models are available in aluminum and die cast, in black or chrome. Prices start at \$89.00. For more information contact AMP Research, Dept. CN, 1855 Laguna Canyon Rd., Laguna Beach, CA 92651, 714/497-7525.



Harley-Davidson's 85th Anniversary commemorative book, *America's 50 Best Touring Roads*, features detailed maps of each of the 50 areas that were chosen by its editors. The hardbound book costs \$12.95, and features 64 pages of color photographs and illustrations. For more information, contact the Whitehorse Press, Dept. CN, 154 West Brookline St., Boston, MA 02118, 800/842-7077.



Influenced by the wider-than-stock footpegs used by factory riders, Works Connection's Weld-on Footpeg Wideners are designed to spread the impact that your foot receives over a wider area, improve feel, and reduce chances of foot injuries. Available for Suzuki, Yamaha and Honda motocross bikes, the wideners cost \$29.95 a pair. For more information contact Works Connection, Dept. CN, 7850 Leona Way, Roseville, CA 95661, 916/791-1989.



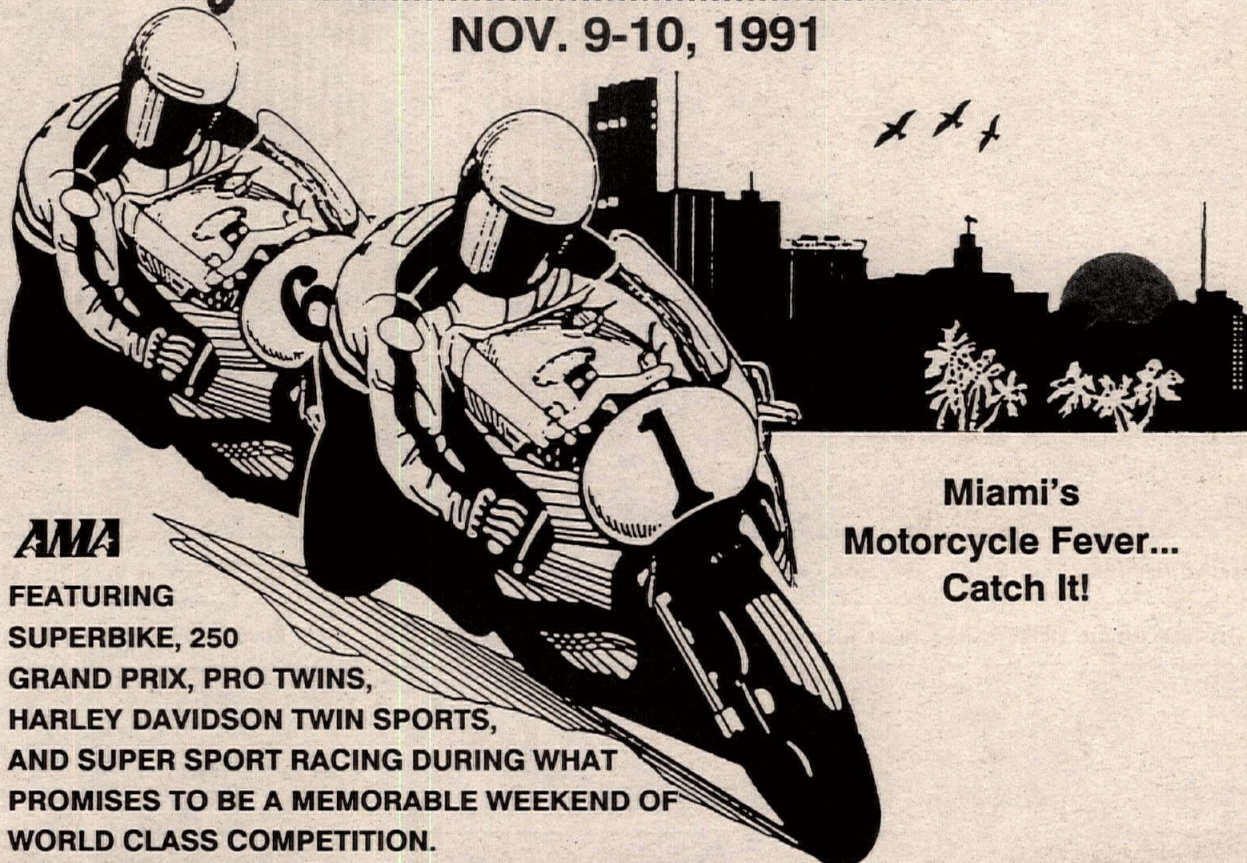
White Bros.' Suzuki DR250/350S Tachometer/Speedometer guard is made of lightweight steel, and is claimed to protect the instruments in event of a crash. Designed to install in minutes, the guard features a black powder-coat finish and costs \$34.95. For more information contact White Bros., Dept. CN, 14241 Commerce Dr., Garden Grove, CA 92643, 714/554-9442.

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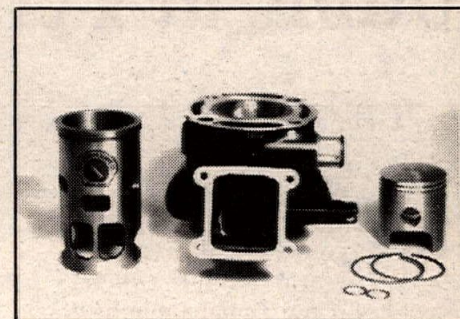
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MOTOCROSS

AHRMA West Regional Vintage Motocross Series: Round 5



Harold Heitmiller (63), Dan Elings (39) and Gary Bishop (41Y) share the holeshot in the Plus 50 Novice division. Heitmiller scored the win via 1-2 moto finishes.

Amateur Bruce Williams (95Z) leads Expert Rick Doughty in the Open Twin class.



Pete Ford (41) and Ranon Hanson (331) mix it up in the Plus 40 Expert bout.



Thorwaldson, Doughty double at Fernley

By Clay Light

FERNLEY, NV, SEPT. 29

Nevada's Rich Thorwaldson and California's Rick Doughty scored a pair of overall class wins at the AHRMA West Regional Vintage Motocross Series held at Fernley Motocross Park.

Thorwaldson, the former Team Suzuki and Maico star of the 70s, proved that he's still got what it takes by winning the Vet and +40 Expert classes. Doughty's wins came in the

Open Twin and 250cc Expert events, and they were joined by 26 class overall winners at the trophy presentation.

The event, sponsored by the Nevada Old Timers Club, drew nearly 200 riders from California, Nevada, Idaho, Washington, Oregon, Montana and Alaska.

Thorwaldson, who hails from nearby Reno and at 45 years old maintains a similar physique to what

he had in the 70s, had an easy time wrapping up the overall win, the very competitive +40 class. CZ-mounted Mike Menesini and Husky rider Ranon Hanson landed holeshot laurels in both motos, but Thorwaldson, who initially gated near the tail end of the pack, picked his way through traffic and took the lead shortly after the end of lap one in the first moto.

After taking the lead, Thorwaldson opened up a good-sized margin over the field for the win. Menesini trailed Thorwaldson across the finish line to pick up second while Jack Morgan, Jim McClinton and Woody Pierson filled the top five.

Moto two saw Thorwaldson improve his start and soundly proceeded to motor away with the race, this time with only a brief challenge from Morgan who was a quarter of a lap back at the finish.

Thorwaldson's second overall win came after some stiffer competition from riders several years younger in the Vet Expert class. The first moto saw Duane Joice heading the pack at the start. Phil Douglas moved up and battled with Joice for the lead until Joice dropped back with mechanical woes. Thorwaldson took advantage by catching Douglas and making a move stick to score the win over Douglas.

Moto two saw Joice blur to the head of the pack, but Thorwaldson took

over two turns later and was never seriously challenged. Joice, Clayton Ross, Clay Light and Douglas, who threw a chain, filled the top five.

"It wasn't too bad for a bike we threw together the Wednesday prior to the race," Thorwaldson said. "It was one that was sitting back in the corner of my shop and we just drug it out. I guess it was okay."

Doughty's first of two overall wins came in the 250cc Expert class where he had tough competition from Douglas and Rich Thorwaldson Jr. Thorwaldson took the lead on the opening lap and was continually hounded by Douglas, who was riding a CZ. Things soured for Douglas when he threw another chain. By the time he got going again Thorwaldson was long gone. Doughty put his Honda into second ahead of Woodie Pierson.

Doughty and Thorwaldson put on quite a show in moto two. Doughty posted the win after Thorwaldson coasted to the sidelines, leaving Douglas second over Pierson.

Thorwaldson's woes continued in the 125cc Expert class. After Thorwaldson handily won the first moto over Peter Urfer, his Honda went sour on the opening lap of moto two and he could only watch from a distance as Urfer picked up the overall win.

Douglas, riding the Dave Harris/Jim Keeton-sponsored CZ, carded the 500cc Expert class win after narrowly

beating first moto winner Joice, who rode a Yamaha YZ360 to second overall ahead of Tom Muto.

BSA rider, John Geer, manhandled his B50 to a first moto win in the Premiere Lightweight 2 Expert class, which ran combined with the Premiere Lightweight class. Rod Henniger, riding a '67 Husqvarna, hounded Geer throughout both motos, but experienced carburation problems, and allowed Geer to slip out of his sight. Geer won both motos for the overall, while Pete Ford, also aboard a Greeves, finished second in the moto to relegate Henniger to third. Peter Crutenden earned the win in the Amateur portion of the race, followed by Green, while Eric Tucker was third.

In the Novice class, Kay Mann, riding an Ossa, was the overall class winner after winning both motos ahead of Greeves rider Bill Samstag.

One of the largest fields of Women's class competitors thus far in the series were on hand, which saw a new rider to the series picking up the overall win. Sharlie Stillmook, who trailed series point leader Karen Joice across the line in moto one, came back in the second round to overtake Joice for the win. Second overall went to Montessa VR-mounted Joice, while Gwen Gee finished third after placing third in both rounds.

In Open Twin and Premiere Open Twin action, Doughty, riding a Rickman Triumph, won the first moto but ran into troubles in the second contest. Bruce Williams trailed Doughty across the finish. Doughty picked up the overall Expert win, while Charlie Grant was the Amateur winner.

The combined Premiere Open Twin class win went to Harley-Davidson 750-mounted Marsh Runyon. BSA-rider Gary Bishop was second. **CN**

Results

500 EX: 1. Phil Douglas (CZ); 2. Duane Joice (Yam); 3. Tom Muto (CZ); 4. Woodie Pierson (Hus); 5. Jim McClinton.

500 AM: 1. Michael Grove (Kaw); 2. Dean Biddle (CZ); 3. Ernie Stair (BSA); 4. Ken Corpe (Tri); 5. Ron Dotson (KTM).

500 NOV: 1. Peter Hipp (BSA); 2. Steve Woolverton (CZ); 3. Bill Rianda (CZ); 4. Mike Lightfoot (Ric); 5. Jeff Gleason (CZ).

+40 EX: 1. Rich Thorwaldson (Hon); 2. Jack Morgan (Hus); 3. Mike Menesini (CZ); 4. Woody Pierson (Hus); 5. Renon Hanson (Hus).

+40 NOV: 1. Charlie Singleton (Hon); 2. John Dragueski (Mai); 3. Bill Rianda (CZ); 4. Michael Kapp (Hon); 5. John Gulliford (Mon).

VET EX: 1. Rich Thorwaldson (Hon); 2. Duane Joice (Yam); 3. Clay Light (CZ); 4. Phil Douglas (CZ); 5. Clayton Ross (A-E).

VET AM: 1. David Dotson (Kaw); 2. Michael Grove (Kaw); 3. Mike Atkins (BSA); 4. Dean Biddle (CZ); 5. K.C. Kawano (Mai).

VET NOV: 1. John Cummings (Hus); 2. Gary Goodnow (Yam); 3. John Lee (Oss); 4. Steve Lynch (CZ); 5. Mike Benson (Hon).

+50 NOV: 1. Harold Heitmiller (Hon); 2. Phil Anderson (CZ); 3. Dan Elings (Hon); 4. Ralph Pouzelt (Hon); 5. Marsh Runyon (H-D).

250 EX: 1. Rick Doughty (Hon); 2. Woodie Pierson (Hus); 3. Phil Douglas (CZ); 4. Richie Thorwaldson (Hon).

250 AM: 1. David Dotson (Kaw); 2. Dan Frickson (Hon); 3. Mark Yanke (Hon); 4. K.C. Kawano (Mai); 5. Steve Giacomino (CZ).

250 NOV: 1. Beau Parker (Bul); 2. Jeff Elings (Hon); 3. Gary Goodnow (Yam); 4. Tom Zarraonandia (Pen); 5. Virgil Elings (Hon).

125 EX: 1. Peter Urler (Hon); 2. Richie Thorwaldson (Hon); 3. Rick Doughty (Hon).

125 AM: 1. Greg Grouleff (Hon); 2. Bill Clem (Hon); 3. Ric Russell (Hon); 4. Jim Willis (Hon); 5. Jeff Gleason (Hon).

125 NOV: 1. Lawrence McDonnell (Hon); 2. Greg Kendrick (Bul); 3. John Lee (DKW); 4. John Gulliford (Ric); 5. Fred Royce (Pen).

WMN: 1. Sharlie Stillmook (Hon); 2. Karen Joice (Mon); 3. Gwen Gee (Hon); 4. Jayne Clem (Suz); 5. Debra Willis (Hon).

PRE OPEN TW AM: 1. Dave Rogers (Tri); 2. Ed Crowell (AJS); 3. Dan Green (H-D).

PRE OPEN TW NOV: 1. Marsh Runyon (H-D); 2. Gary Bishop (BSA).

OPEN TW EX: 1. Rick Doughty (Ric); 2. Steve Monger (Tri).

OPEN TW AM: 1. Charlie Grant (Tri); 2. Mike Molatore (Tri); 3. Mike Middleton (BSA).

PRE L/W 2 EX: 1. John Geer (BSA); 2. Peter Ford (Gre); 3. Rod Henniger (Hus).

PRE L/W 2 AM: 1. Peter Crutenden (BSA); 2. Michael Green (BSA); 3. Eric Tucker (Duc).

PRE L/W 2 NOV: 1. Kay Man (Oss); 2. Bill Samstag (Gre).

PRE L/W NOV: 1. Bill Samstag (Gre); 2. Allen Wenzel (Dot); 3. John Kock (Gre).

OPEN TW NOV: 1. Bill Rianda (Tri); 2. Jim McEuin (Tri).

PRE EX: 1. Dick Mann (BSA).

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"1991 FRENCH ROAD RACING GRAND PRIX"

(#89B) Over 50,000 fans basked in the French sunshine at Paul Ricard circuit but only one man would bask in glory after the fascinating French Grand Prix.

Reigning World Champion Wayne Rainey, Mick Doohan, Kevin Schwantz, and Eddie Lawson were all going flat-out in an attempt to improve their 1991 World Championship chances.

It was Doohan who showed the way in the opening laps, the chasing pack jockeying for position as they held the Australian in their sights.

As the race order settled, it was clear that the 1991 French GP was going to be won with consummate skill, as the leading contenders displayed all the facets of their superb riding ability in the 80 degree heat.

The 250 GP was to provide the day's biggest upset as Luca Cadalora (Rothmans Honda) and Helmut Bradl (Honda) resumed battle in their world-championship chase. Loris Reggiani and P.F. Chili on their revolutionary Aprilias were out to upstage Honda's recent domination in a thrilling race.

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OBSERVED TRIALS Trial des Nations



Observed Trials World Champion Jordi Tarres led the Spanish team to a narrow victory at the Trial des Nations in Germany.

The American team, made up of National Champion Ryan Young, Ron Commo Jr., Geoff Aaron and Raymond Peters, was 14th. Young was the top U.S. scorer.



Spaniards prevail in Germany

By John Dickinson

GROSSHEUBACH, GERMANY, SEPT. 22

The international trials season wound up with the eighth running of the Trial des Nations in Germany, and World Champion Jordi Tarres led the Spanish team to a one-point victory over France.

The American team, consisting of National Champion Ryan Young, Ron Commo Jr., Geoff Aaron and Raymond Peters, finished 14th.

The annual inter-country event featured four-rider teams from 18

nations, with the top three riders' scores counting towards the team's total points. The team with the lowest points was the overall winner.

Set in the forests surrounding Grossheubach, the course consisted of 14 similar sections containing many rock and loose-earth climbs. Competitors lapped the course three times. The level of difficulty was consistently just a fraction under World Championship standard, but well over National grade.

One lap was completed in dry conditions, but rain soaked the ground for the remainder of the event.

After winning his third World Championship in a row, Tarres was ready to lead his Spanish team into battle against old rivals France and Italy. The French were the defending champions and had triumphed in the contest five times, and in the seven preceding Trial des Nations events no other country other than Spain, France and Italy had been able to finish in the top three.

But a truly inspired British squad, led by Steve Crawford, threatened to take the Nations by storm and ended up finishing third overall, 10 points adrift the winning Spaniards.

On paper, experts felt that the U.S. team had a fair chance at success, with Young, Aaron and Commo expected to be the scoring members. But all four Americans struggled with their unfamiliar borrowed bikes and a tough course that never allowed them to get into stride.

Commo ran into big trouble early in the event when his borrowed Beta Zero's crank came loose. It took the better part of a circuit for Commo to push back to the pits and make repairs, then all he could do was ride the remaining loops to drop 42 points on time alone and finish as the non-scoring member of the U.S. team.

As expected, it was Young who was the top-scoring American, and he finished 38th overall, although he failed to clean a single hazard. Young's best result was a pair of single-dab rides in the second section.

Aaron set off in very promising style with a clean in section two and just one dab in the following section. He finished the opening circuit with 50 points, 12 less than Young, the dry rock steps suiting his measured style. But a rainstorm struck after the opening lap and Aaron lost his grip when the sections became very slippery as mud was dragged onto the bedrock.

The Brits got straight through the opening section and were then handed an edge over the other teams as Spain, Italy, France, Finland and host country



Eight-time British Champion Steve Saunders led his team to third overall.

Germany held a mini-war. The teams' riders got involved in a slow-moving, psychological battle that ultimately cost them stacks of marks on time.

Meanwhile, the British were operating like a true team, continually assisting each other and urging each member to ride above himself constantly. The squad consisted of eight-time British Champion Steve Saunders, Montesa rider Rob Crawford and the private Screenart-Beta sponsored pairing of Steve Colley and Wayne Braybrook.

The opening lap was completed in bone-dry conditions and showed the Spanish squad of World Champion Tarres, Amos Bilbao, veteran Gabino Renales and youngster Marc Colome to be leading by six marks over France and Great Britain.

A few eyebrows were raised by the Continentals, but they clearly expected the Brits to fall rapidly back down the order. But at the end of the second lap, when the Brits held a clear second only a handful of marks down on the Spaniards, it was obvious that a major upset was on the cards. The mighty thunderstorm that struck just as most squads were on the second lap was another boost for the Brits. Not that they rode any better — though they certainly didn't get any worse — most of the other squads looked to the wall of water and shrugged "Now it is better for you!"

Saunders is actually a true genius on the slippery stuff and his riding was an inspiration to the rest of the team. But just as the biggest ever upset in the history of the Trial des Nations appeared to be in the cards, the factory Montesa of Rob Crawford went sick. It was heartbreaking for Crawford who, following brilliant laps with scores of 26 and 20, had to virtually push the stricken machine through the finish hazards as it refused to rev or make any power and his last-lap score of 42 dropped him to fifth overall.

So Fantic-mounted Italian Diego Bosis picked up the best individual performance over Finn Tommi Ahvala, who was riding the 1992 Aprilia Climber, while Tarres was third on his raspy-sounding, very-special Beta Zero.

In the end, the Spaniards hung on to take their second Nations victory with the French second, just a single mark behind, and Britain a heroic third ahead of the Italians who could just not believe what had happened.

Results

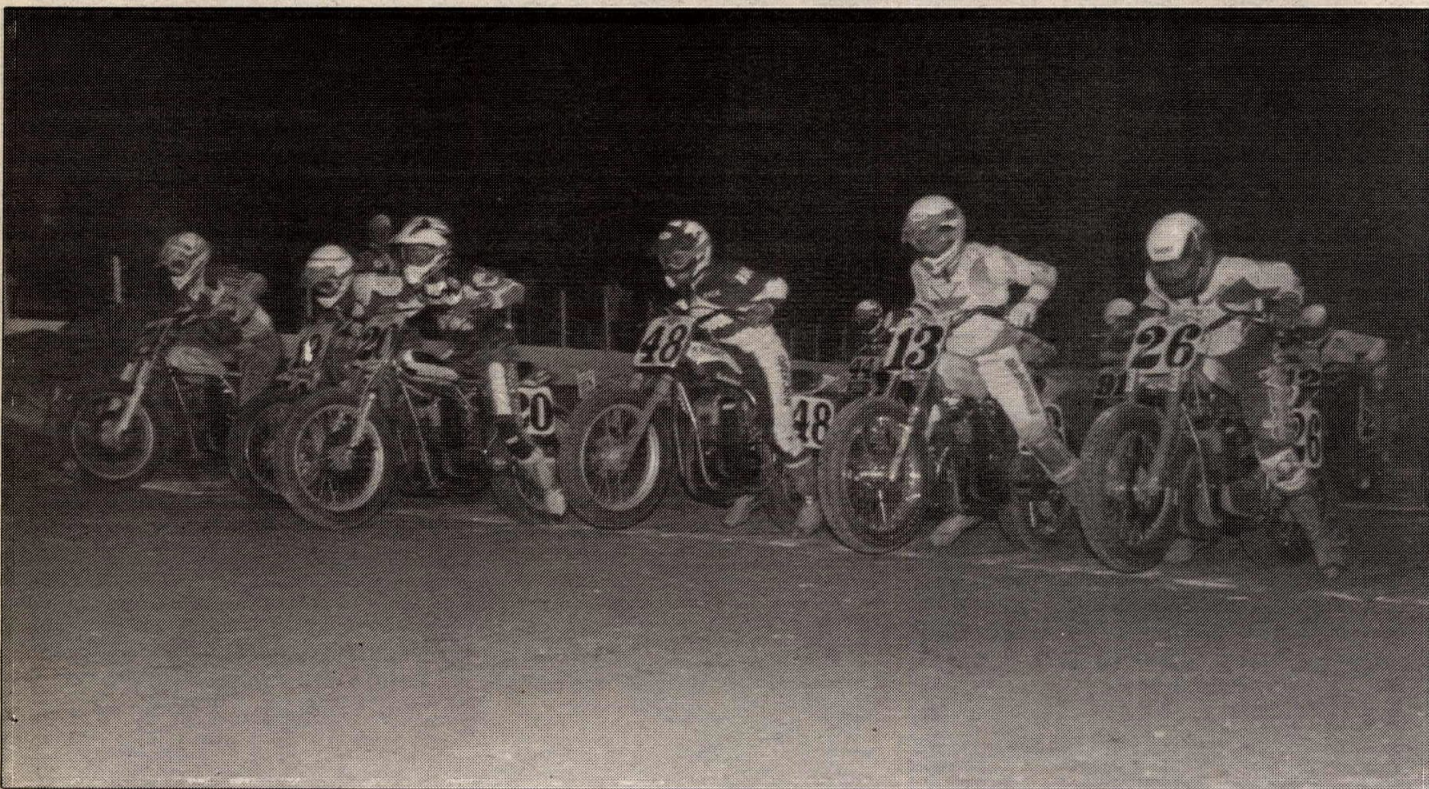
O/A: 1. Spain (280 Pts); 2. France (281); 3. Great Britain (291); 4. Italy (294); 5. Finland (355); 6. Germany (389); 7. Japan (434); 8. Holland (462); 9. Sweden (504); 10. Belgium (527); 11. Czechoslovakia (527); 12. Austria (542); 13. Switzerland (551); 14. USA (589); 15. Norway (591); 16. Ireland (611); 17. (TIE) Denmark/Soviet Union (615).

Motocross	Jason Turner	Kaw
Western New York	Scott Stone	Kaw
Sports Committee	Marty Williams	Suz
Summer Series	Jeremy Gossett	KTM
Final Overall	250 B	
Hunt, NY	Michael Mims	Yam
Oct. 4	Scott Jewell	Yam
By M. Harasmisz	BEG	
P/W	Joey Johnson	Kaw
Jamie Robinson	David Carden	Kaw
Aaron Sheperd	Greg Elmore	Kaw
60	2 YR & OLDER	
Shawn Murrey	Bryan Kirkland	Kaw
Joshua King	Troy Miller	Yam
MINI JR	Marc Johnson	Yam
Heath Wadhams	Larry Bruce	Yam
Paul Carpenter	Jason Hallmark	Yam
Daniel King	MONEY RUN	
MINI SR	Michael Mims	Yam
Chad Briggs	Scott Stone	Kaw
Joel Blencowe	Marty Williams	Suz
Casey Higgins	Howard Hullett	Suz
Patrick Mills	Ernie Whitehead	Kaw
MINI COMB		
Haeth Wadhams		
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Joel Blencowe		
Cadey Higgins		
Josh Rizzo		
125 SCHBY		
Randy Abbey		Suz
Shawn Ernst		Hon
125 BEG		Suz
Chris Vanhying		
Jim Eaves		Kaw
Darren Nauta		
Mark Porretta		Yam
Mark Williams		Yam
125 NOV		Yam
Mark Mullen		Yam
Mark VanNorman		Yam
Randy Abbey		
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Justin Berg		
PLUS 25 AM		
Scott Rhinehart		
Gary Walker		
Peter Falconi		
PLUS 25 EX		
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Gary Walker		
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Mike Harasmisz		
Bart Lucas		
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Frank Grosso		
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Renn Sheperd		
Alan Adamowich		
VINT/WDS		
Kevin Delac		
Scott Wild		
Jerry Bulman		

SR MINI		Danny Whitten	KTM
Tim Castrone	Kaw	250 A	
Charles Wright	Kaw	John Winslow Jr.	Suz
Steve Miller	Hon	Bob Gerken	Hon
125 C		Sonny Mitchell	Hon
Ernie Whitehead	Kaw	Robbie Wakefield	Hon
Kenny Stowe	Kaw	Derik Kutcher	Suz
Willy Torgeson	Suz	OPEN A	
David Flack	Hon	Rick Wendelken	Hon
Patrick Stallings	Hon	Alan Kocotas	Hon
250 C		Brian Long	Hon
Todd Miller	Yam	Mike Curry	Yam

35

LOCAL EVENTS



Chris Carr (20) and Mickey Fay (13) ran away from the rest of the Experts at the Castle Rock TT.

Carr topples Castle Rock TT Regional

By Derryl Anderson

CASTLE ROCK, WA, SEPT. 20

Factory Harley-Davidson rider Chris Carr topped a talent-laden field at the Darell Davis Regional TT, held at the Castle Rock Fairgrounds.

Carr served notice that the evening was his by turning the night's fastest qualifying time of 22.38 seconds. Next fastest was Rick Hocking at 22.45, just ahead of Mickey Fay's 22.55.

Kirk Strong, Rick Hocking and Mickey Fay scored the wins in the three heat races, while the semis were topped by Speedy Kell and Aaron Hill. Carr earned a direct transfer to the main in the first heat, where he was forced to settle for second, behind Strong.

Carr sped off the line fastest at the start of the main event, with Fay, Hocking, Strong and Dan McDonnell. On lap two, Fay turned up the wick and blasted past Carr, much to the delight of the crowd. Once in the point position, Fay opened up a three bike-length lead that he would hold until lap five. On the fifth lap, Carr pulled out the stops and reeled Fay in. After trying to pass in every corner, Carr decided to try a different approach. Carr hit the jump at an angle, and shot past Fay as they negotiated the following right-hander. Although Fay tried to regain the lead, it was not to be. Carr and Fay pulled away from the rest of the field to greet the checkered flag more than a straightaway ahead of the rest of the pack. Hill won the battle for third, ahead of Hocking, Kopp and McDonnell.

Scoring heat race wins in the Junior class were David Anderson, Jeff Eklund, Jeff Annen and Mark Smith.

In the Junior main, Wink Freitas assumed the early lead ahead of Troy Rose, Annen, Smith, Anderson and Steve Mayfield. On lap three, Annen passed Freitas going over the jump and pulled out to a comfortable lead. Lap four saw Smith get by Freitas, as did Rose and Jamie Aguilar a lap later. The positions were set, and at the finish it was Annen, Smith, Rose, Aguilar and Freitas.

The Pro-Am heat race winners were Scott McPherson, Gary Strobe, Brett Landes and Shane Butchart. Kerry Kiser won the first of two semis with Russ Yamamoto taking the other.

A huge crash in turn one brought out red flags and a restart in the Pro-Am main event. Snagging the early lead was Butchart followed very closely by Landes, Strobe, John Hlebo III and Bryon Lowe. Landes tried Butchart for several laps before finally getting by for good. Meanwhile, McPherson was coming on strong after a bad start. By lap four, McPherson was into fourth right behind Strobe. Yamamoto followed McPherson by Hlebo and final positions were set. Landes held a 40-yard lead, while the next four ran close. At the finish it was Landes, Butchart, Strobe, McPherson and Yamamoto. **CN**

Results

PRO-AM: 1. Brett Landes (W-R); 2. Shane Butchart (Hon); 3. Gary Strobe (H-D); 4. Scott McPherson (Hon); 5. Russ Yamamoto (Hon); 6. John Hlebo III (Hon); 7. Kurt Edwards (Rtx); 8. Bryon Lowe (Hon); 9. Willie Halbert (Rtx); 10. Kerry Kiser (Hon); 11. Eddie Gerrish (H-D); 12. Russ Lynch (H-D).

JR: 1. Jeff Annen (H-D); 2. Mark Smith (H-D); 3. Troy Rose (Yam); 4. Jamie Aguilar (W-R); 5. Wink Freitas (W-R); 6. David Anderson (Rtx); 7. Steve Mayfield (Rtx); 8. Steve Hyson (Yam); 9. J.P. Simonsen (Hon); 10. Don Paul (W-R); 11. Jeff Russell (Rtx); 12. Jeff Eklund (H-D).

EX: 1. Chris Carr (H-D); 2. Mickey Fay (H-D); 3. Aaron Hill (H-D); 4. Rick Hocking (H-D); 5. Joe Kopp (Hon); 6. Dan McDonnell (H-D); 7. Speedy Kell (H-D); 8. Andy Tresser (Rtx); 9. Ron Yamamoto (Rtx); 10. Rex Fisher (W-R); 11. Kirk Strong (H-D); 12. Delbert Schnitzer (Rtx).

CMC Trans-Cal Series North: Round 4

Roth, Nelson score at Argyll Motocross

By Nuklear Neukam

DIXON, CA, SEPT. 22

Brian Roth and Jon Nelson scored the lion's share of the Pro purses, by topping the 125 and 250cc Pro classes, respectively, at round four of the CMC Trans-Cal Series North, held at Argyll Cycle Park. Numerous delays in the day's program caused the races to run far behind schedule, and only one moto was run in each class.

Kawasaki Team Green-backed Roth stormed out of the gate in the 125cc Pro moto, and engaged in a heated dice with Danny Nelson. The two riders swapped positions repeatedly, while

Nelson and Spud Walters argued over third. Jon Nelson got the upper hand on Walters, and carried his momentum past Danny Nelson. Walters also found his way past Danny Nelson, who dropped off the pace, and set his sights on Jon Nelson. Walters edged Jon Nelson in the last turn to score second place, behind Roth. Jon Nelson crossed the finish line third, ahead of Scott Myers and Jeffrey Pestana, who worked into fifth after a poor start.

Pestana and Jon Nelson argued over the point position at the start of the 250cc Pro moto, and on the second lap, Nelson took control of the lead. Dave Coupe started sixth, but raged through the pack and began to close on Pestana. Coupe dove low in a bowl turn and managed to overtake Pestana, but as he did so, he clipped a trackside tire. The tire flew into Pestana's path, and sent the Suzuki pilot reeling towards the ground.

"I couldn't avoid it," said a shaken Pestana. "What a hazard."

Myers was also on the move, and began to pressure Coupe for second. Myers forced his way past, and began to pressure Nelson for the lead. Myers crashed and was trapped under his machine, allowing Coupe to sneak back into second. Nelson scored a commanding win, ahead of Coupe, a recovered Myers, Trevor Meagher and Pat Bennett.

Myers took control of the 500cc Pro race, and never looked back. Ricky Lutz scooted into second, and held his position until the moto's end, while Ron Allen greeted the checkers in third.

Jeff Watts pulled the holeshot in the Vet Pro race, but Coupe wasted little time before blasting into the lead. Coupe then cruised to the moto win, while Watts stayed in second, ahead of Ray Spore. **CN**

Results

500 PRO: 1. Scott Myers (Kaw); 2. Ricky Lutz (KTM); 3. Ron Allen (Hon).

500 INT: 1. Brett Hamilton (Hon); 2. Todd Luksa (Hon); 3. Bo Riddle (Hon); 4. Phil Rose (Hon); 5. Dennis Redding (Hon).

250 PRO: 1. Jon Nelson (Suz); 2. Dave Coupe (Hon); 3. Scott Myers (Hon); 4. Trevor Meagher (Suz); 5. Pat Bennett (Hon).

250 INT: 1. Jeff Brownlee (Suz); 2. Brett Hamilton (Hon); 3. Scott Cowley (Kaw); 4. Eddie Zinda (Kaw); 5. David Panni (Suz).

125 PRO: 1. Brian Roth (Kaw); 2. Spud Walters (Kaw); 3. Jon Nelson (Suz); 4. Scott Myers (Hon); 5. Jeff Pestana (Suz).

125 INT: 1. Josh Boykin (Hon); 2. Jeff Brownlee (Suz); 3. Stan Finney (Kaw); 4. Greg Allen (Kaw); 5. Mark Klauser (Kaw).

VET PRO: 1. Dave Coupe (Hon); 2. Jeff Wats (Hon); 3. Ray Spore (Yam).

VET INT D-1: 1. Joe Martin (Hon); 2. David Borruso (Hon); 3. Mike Chauncey (Hon); 4. Phil Rose (Hon); 5. Ken Schroeder (Hon).

VET INT D-2: 1. Ken Beebe (Hon); 2. Ken Schroeder (Hon); 3. David Borruso (Hon); 4. Joe Martin (Hon); 5. Mike Chauncey (Hon).

VET JR: 1. Dan Castro (Hon); 2. Paul Johnson (Hon); 3. Brian Odell (Kaw); 4. Alex Chellew (Yam); 5. David Dotson (Hon).

OT MSTR: 1. Dean Brown (Hon); 2. Jerry Caton (Hon); 3. Craig Schultz (Kaw).

OT INT: 1. Ernie Cabral (Suz); 2. Tim Colvert (Hon); 3. Jeri McClinton (Kaw).

OT JR: 1. Russ Paden (Suz); 2. James Willis (Hon); 3. Ron Dotson (KTM).

UTH INT: 1. Tavin Weinrick (Suz); 2. Tom Berry (Hon); 3. Todd Luksa (Hon); 4. Ken Beebe (Hon); 5. Steve Dombro (Suz).

UTH JR: 1. Edwin Ensign (Kaw); 2. Ron Hampshire (Hon); 3. Stacey Rowe (Suz); 4. Jim Tipton (Hon); 5. Robert Gramm (Suz).

P/W MOD: 1. Robert Harold (Yam); 2. Vincent Blair (Yam).

P/W STK: 1. Nathan Mitchell (Yam); 2. Bradley Harvey (Yam); 3. Robert Lawrence (Yam); 4. David Mowery (Yam); 5. David Galindo (Yam).

60: 1. Jesse Ketcham (Kaw); 2. Daniel Blair (Kaw); 3. Donovan Mitchell (Kaw); 4. Mike Patterson (Kaw); 5. Justin Scullen (Kaw).

80 BEG D-1: 1. Mike Gonsales (Suz); 2. Jason Sturdevan (Kaw); 3. Bobbie Garcia (Kaw); 4. Kevin Gonsales (Kaw); 5. John Schwindt (Kaw).

80 BEG D-2: 1. Jeff Northrop (Suz); 2. Chad Rager (Suz); 3. Chad Salter (Suz); 4. Scott Davis (Suz); 5. Nick Northrop (Suz).

80 JR: 1. Pat Foster (Suz); 2. Charles Tracy (Suz); 3. Chad Burelson (Hon); 4. Dennis Springs (Kaw); 5. John Zinda (Kaw).

80 EX: 1. Casey Johnson (Kaw); 2. John Leddy (Suz).

125 BEG D-1: 1. Phillip Atondo (Suz); 2. Mike Kirar (Kaw); 3. Dan Cordie (Hon); 4. Chad Blake (Suz); 5. Daniel Hodges (Suz).

125 BEG D-2: 1. Jeremy Zipton (Hon); 2. Greg Ohlson (Kaw); 3. Jason Peterson (Hon); 4. Bob Tornberg (Kaw); 5. Shane Medford (Suz).

125 JR D-1: 1. Kevin Wise (Suz); 2. Jimmy Pierce (Kaw); 3. Aaron Cantrelle (Hon); 4. Jimmy Scott (Suz); 5. Johnny Cipollina (Hon).

125 JR D-2: 1. Jake Windham (Suz); 2. Jake Gilbert (Suz); 3. Robert Gramm (Kaw); 4. Jason Garcia (Hon); 5. Nick Scarmazzo (Yam).

250 BEG: 1. Mark Terran (Hon); 2. Blaine Sallazzi (Hon); 3. Taryl Weinrick (Suz); 4. Mark Weldy (Kaw); 5. Richard Quinanes (Hon).

250 JR: 1. (TIE) Kevin Felkins (Yam)/Rick Alves (Hon); 3. Edwin Ensign (Kaw); 4. Mike Scott (Yam); 5. Jr. Mason (Hon).

500 BEG: 1. Pete Pearson (Kaw); 2. David Dotson (KTM); 3. Ruben Gutierrez (Hon); 4. Dana Hansen (Hon); 5. Lance Sasser (Hon).

500 JR: 1. Kevin Felkins (Yam); 2. Howard Mintz (Hon); 3. Jim Tipton (Hon); 4. Steven Storie (Yam); 5. Tim Valdoz (Hon).

DeVane dusts Gatorback Motocross

By Kyle Myers

GAINESVILLE, FL, SEPT. 22

Vince DeVane nailed the Pro class overall win at the opening round of the AMA/World Sports Florida Gold Cup Series held at Gatorback Cycle Park.

When the gate dropped for the first moto, DeVane nailed the holeshot with Kevin Foley, Gary Paul, Justin Jackson and Alan Andreu following him. DeVane, on his AXO/Oakley backed Honda, began to open up a lead over the field, Paul and Jackson battled for third, until a rock broke Paul's engine cases, forcing him to retire for the day. Moving up to fifth was Whisperin' Smith with Chris Brown on his tail. Brown made the pass on the last lap to take the fifth position. DeVane took an easy win over Foley, Jackson, Andreu, Brown and Smith.

Moto two saw DeVane lead the pack around turn one with Jackson, Foley, Smith and Brown following. Brown and Andreu quickly passed Smith, who was on a smaller 125cc machine, while DeVane pulled away. Brown passed Foley for third in a slick turn. Andreu also got by Smith to take over fourth a lap later. At the flag it was DeVane with the win over Jackson, Brown, Andreu and Foley.

Brown later won all four motos in the 125 and 250cc A classes.

Results

P/W: 1. John Perey (Yam); 2. Josh Faustino (Yam); 3. James Stewart (Yam); 4. Chris Northey (Yam); 5. Jack Verrill (Yam).

60: 1. August Lausberg (Kaw); 2. Jeff Garrett (Kaw); 3. Jason Thomas (Kaw); 4. Jason Von Fricken (Kaw); 5. Tim Knowles (Kaw).

80 7-11: 1. Ricky Carmichael (Kaw); 2. Jeff Garrett (Kaw); 3. Jason Thomas (Kaw); 4. Chris Bailey (Kaw); 5. Rod Felton (Kaw).

80 12-13: 1. Jarrett Tipping (Suz); 2. Adam Rake (Kaw); 3. Darren McElhattan (Hon); 4. James Martin (Yam); 5. Billy Wood (Kaw).

80 14-15: 1. Paul Curri (Kaw); 2. Brian Grey (Kaw); 3. Dan Tipton (Kaw); 4. William Batson (Suz); 5. Garrett Pyles (Kaw).

5/MINI: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Suz); 3. Adam Rake (Kaw); 4. Scott Barnes (Hon); 5. Darren McElhattan (Hon).

125-250 BEG: 1. Jacob Kochs (Suz); 2. Allan Gray (Hon); 3. Richard Eggers (Kaw); 4. Erik Steele (Hon); 5. C.J. Fuetterer (Suz).

125 YTH: 1. Anthony Pocarobba (Hon); 2. Jason Sybert (Hon); 3. Andrew DeSpain (Hon); 4. Ray Mitchell (Hon); 5. Chris Brown (Kaw).

125 C D-1: 1. Mike Lampe (Hon); 2. Chris Brown (Kaw); 3. Allan Kundrot (Suz); 4. Greg Gaitanis (Kaw); 5. Diaz Jorge (Suz).

125 C D-2: 1. Brad Simpson (Kaw); 2. Jacob Kiely (Suz); 3. Jeremy Fogg (Kaw); 4. Mike McNamce (Suz); 5. Jason Metz (Suz).

125 B: 1. Kenny Yoho (Suz); 2. Anthony Pocarobba (Hon); 3. Jason Sybert (Hon); 4. Andrew DeSpain (Hon); 5. Kevin Cozadd (Hon).

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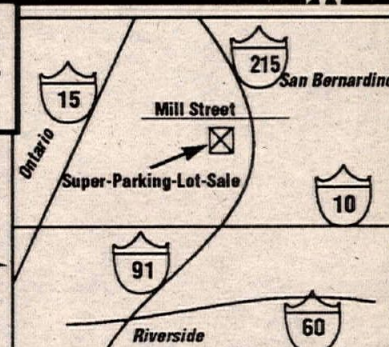
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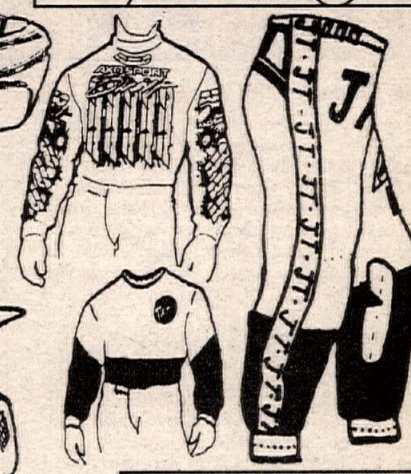
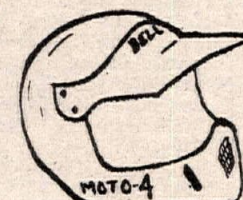
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125 A: 1. Chris Brown (Suz); 2. Travis Blackburn (Kaw);
3. Bret Beauchamp (Hon); 4. Jeff Lampe (Hon); 5. Troy Small
(Kaw).

250 C-D-1: 1. Brad Simpson (Kaw); 2. Dell Ellanson (Hon);
3. Jon Grant (Hon); 4. Barrett Duchscher (Kaw); 5. Jeremy
Fogg (Hon).

250 C-D-2: 1. Rodney Gentry (Yam); 2. Mike Floyd (Suz);
3. Eric Lindstrom (Kaw); 4. Andy Kelley (Hon); 5. David
Jones (Suz).

250 B: 1. Anthony Pocarobba (Hon); 2. Todd Dorman
(Kaw); 3. Kevin Knight (Hon); 4. Chuck Bell (Kaw); 5. Kevin
Cozadd (Hon).

250 A: 1. Chris Brown (Suz); 2. Ricky Palmer (Hon); 3.
Todd Gardner (Hon); 4. Cliff Giles (Hon); 5. John Vangilder
(Hon).

PRO: 1. Vince DeVane (Hon); 2. Justin Jackson (Kaw);
3. Kevin Foley (Kaw); 4. Chris Brown (Suz); 5. Alan Andreu
(Hon).

500 B/C: 1. Wyn Kern (Hon); 2. Phillip Page (KTM); 3.
Scott Miller (Hon); 4. Mike Wilshaw (Hon); 5. Pat Post (Hon).

WMN: 1. Beth Lewis (Kaw); 2. Kim Sybert (Hon); 3. Judy
Adams (Hon); 4. Dee Johnson (Hon); 5. Dean Joiner (Kaw).

16-24: 1. Todd Gardner (Hon); 2. John Lake (Kaw); 3.
Todd Dorman (Kaw); 4. Tim Denardis (Hon); 5. Jacob Fogg
(Kaw).

+25 B/C: 1. Kevin Knight (Hon); 2. Scott Miller (Kaw);
3. Jimmy Savanson (Kaw); 4. Dell Ellanson (Hon); 5. Myron
Chastian (Kaw).

+25 A: 1. Ricky Palmer (Hon); 2. Ed Kiley (Hon); 3. Rick
Perry (Yam); 4. McIlvaine (Yam); 5. John Lundy (Hon).

+30: 1. David Ellis (Hon); 2. Don Dillon (Kaw); 3. Pat
Post (Hon); 4. Phillip Page (KTM); 5. Dell Miller (Suz).

VET PRO: 1. Alan Andreu (Hon); 2. Kyle Tallent (Suz);
3. David Ellis (Hon); 4. Frank Bataglis (Hon); 5. Ernie
Thomas (Yam).

+35: 1. David Ellis (Hon); 2. Don Dillon (Kaw); 3. Woody
Strickland (Hon); 4. Jeff Hughes (Kaw); 5. Eric Lindstrom
(Kaw).

+40: 1. Woody Strickland (Hon); 2. Tom Bragg (Hon);
3. Bob Fulton (Hon); 4. Charles Lehing (Hon); 5. Dale Buck
(Kaw).

Barnett blasts West Florida MX

By Diane Silcox Sims

MILTON, FL, SEPT. 21

Former 125cc National Champion Mark Barnett took to the dirt at West Florida Motocross Park and dominated the Pro and Pro-Am classes.

At the fall of the gate in the Pro-Am heat, Honda-mounted Barnett shot out in the lead, followed closely by Bob Riker and Barry Weinberger. As the riders shot through the berms, Riker pulled close to Barnett's rear tire. Barnett, feeling the pressure from Riker, opened the throttle to put a half a lap on Riker. As Barnett pulled away, Riker battled with Weinberger for second. Barnett took the checkered flag with a comfortable win, followed by Riker who held onto second, Weinberger finished third and Redmond in fourth.

In the Pro-Am main event Barnett nabbed the holeshot, followed by Riker and Redmond. Riker took over first in the second berm and Redmond moved into second, putting Barnett back in third. On the second lap, Barnett closed in on Redmond, while Riker pulled away in the lead. Barnett passed Redmond over a long tabletop for second, and went on to pressure Riker for the lead. On the fourth lap, Barnett outpowered Riker over the tabletop to take over the lead, but Riker kept pushing in second. Redmond held third, followed closely by Weinberger. Barnett, once again, took the checkered flag, followed by Riker in second, Redmond in third, and Weinberger in fourth.

As the gate dropped for the Pro main event, Redmond took the holeshot, followed by Kiley, Barnett and Riker. Barnett flew past Kiley over the tabletop for second and set out after Redmond. On the third lap, Barnett took the lead away from Redmond. Weinberger moved his way through past Kiley and Riker for third. Weinberger passed Redmond in the bowl turn for second. As the race continued, the positions remained the same. Barnett took the win followed by Weinberger in second, Redmond took third, and Craig Woolard settled for fourth.

Results

P/W: 1. Derek Fore (Itj); 2. Nick Laubach (Yam); 3. Jay Welch (Yam); 4. Mark Kelly, Jr. (Hon); 5. Rodney Allen (Yam).

JR MINI: 1. Blake Dewitt (Suz); 2. Jon Simmons (Suz); 3. Daniel Young (Suz).

SR MINI: 1. Kevin Windham (Kaw); 2. Joffrey Easley (Hon); 3. Johnny David (Kaw); 4. Joey Silcox (Suz); 5. Eric Elam (Kaw).

PRO-AM: 1. Mark Barnett (Hon); 2. Bob Riker (Kaw); 3. Sam Redmond (Hon); 4. Barry Weinberger (Hon); 5. Benny Schundelmier (Kaw).

PRO: 1. Mark Barnett (Hon); 2. Barry Weinberger (Hon); 3. Sam Redmond (Hon); 4. Craig Woolard (Kaw); 5. John Kiley (Suz).

BEG: 1. Tom Jones (Hon); 2. Roger Pratt (Hon); 3. Steve Clark (Kaw); 4. Matt Hunt (Kaw); 5. Sam Sharp (Kaw).

125 TROPHY: 1. Jason Clawitter (Hon); 2. David Sharpe (Hon); 3. Joffrey Easley (Hon); 4. Mark McNally (Suz); 5. Junior Sims (Kaw).

OPEN TROPHY: 1. Gary Weets (Hon); 2. Neal Thomas (Hon); 3. Jeff Marek (Hon); 4. Keith Smith (Suz).

VET: 1. Dana Barberi (Hon); 2. Benny Schundelmier (Kaw); 3. Clay Dixon (Hon); 4. Kenny Junk (Hon).

McDonald brothers split Hallett Road Race

By Lawrence Patrick

HALLETT, OK, SEPT. 22

Phil McDonald beat out younger brother Sam for first place money in the Middleweight Pro class at the Hallett Motor Racing Circuit. Sam got retaliation by grabbing the lion's share of money away from Phil in the Heavyweight Pro class.

The Middleweight Pro-Am field thundered into turn one on the damp track with Sam

CYCLE NEWS

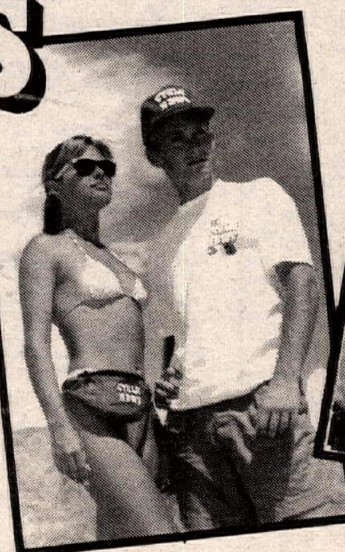
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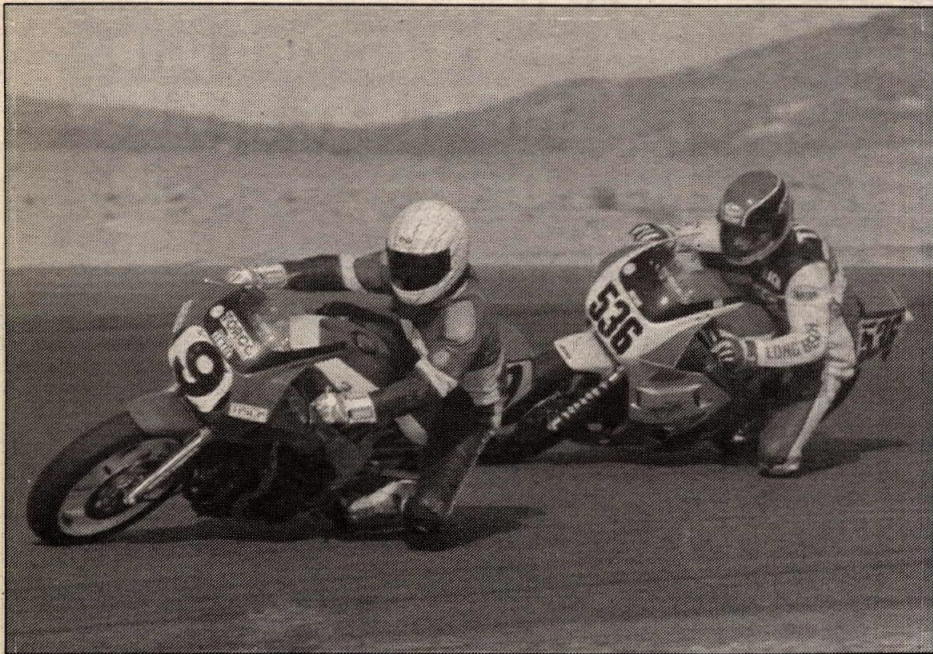


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LOCAL EVENTS



Ritchie Thorup (536) passed Willie Burr (9) for the Willow Springs road race win.

McDonald taking the point followed by his brother Phil, Marty Coyne and Ali Allen. As the lead pack entered turn five, Phil slid under Sam to take the lead, Sam grabbed the lead back in turn 11 and never looked back. As the checkered flag waved it was Sam taking the win followed by Phil, Coyne, Allan and Toby Grace.

The start of leg two was virtually a mirror image of the first with Sam again with the lead followed by Coyne, Phil, Rod Reim, Tony Grace and Allen. Sam continued to lead, holding off the challenges by Coyne and Phil, until lap seven, when Phil shot past to take the lead. Coyne followed him dropping Sam to third. Phil held the lead through the final lap, although in turn 10 Sam pulled alongside and the duo ran side by side. Phil inched ahead at the finish to take the overall class win, followed by Sam and Coyne.

The first leg of the Heavyweight Pro-Am class saw many lead changes, with Sam heading the pack on lap one followed by Phil, Reim and Robert Blevins. Reim led the pack on lap two, Phil commanded the next two laps, then Blevins found his way to the front on lap five. On lap six Sam had once again regained the lead, with Phil right behind him. Coming off the final turn, Phil edged out Sam to the line by less than an inch. Blevins followed in a close third ahead of Reim and Grace.

Leg two saw Blevins jump off to an early lead followed by the McDonald duo. By lap three, Phil and Sam had caught Blevins and Phil grabbed the lead of what was to be a duel to the end. The trio virtually swapped the lead in every corner, and on lap five they were three abreast off turn 11 and down the front straight with nobody giving an inch. Blevins had the lead on the last lap closely followed by Phil and Sam, but coming out of the final corner Phil had the advantage with Sam and Blevins closing. At the checkered flag Sam edged Phil out with Blevins less than a wheel length back in third.

Results

H/W PRO: 1. Sam McDonald (Yam); 2. Phil McDonald (Yam); 3. Robert Blevins (Suz).
M/W PRO: 1. Phil McDonald (Yam); 2. Sam McDonald (Yam); 3. Marty Coyne (Yam).
H/W AM: 1. Toby Grace (Hon); 2. Rod Reim (Yam); 3. Chad Bynum (Hon).
M/W AM: 1. Rod Reim (Yam); 2. Toby Grace (Hon); 3. Tanner Hays (Yam).
L/W: 1. Ali Allen (Hon); 2. Jerry Perry (Hon); 3. Fred Pearce (Hon).
SPTSMN: 1. Darren Lutz (Hon); 2. Tanner Hayes (Yam); 3. Bruno Riccitelli (Yam).

Stevens, Gray score at Willow RR

By Eric Vincent

ROSAMOND, CA, SEPT. 20-22

Thomas Stevens was part of the top National and regional road racing talent that competed at the American Road Racing Association and Del Amo Dealerships Solid Gold Four Hundreds competition at Willow Springs International Raceway.

Stevens is currently leading the AMA Superbike National Championship point standings and is preparing for the next race in Texas in early October. He used this ARRA event primarily for testing and tuning.

Also on hand was Nick Ienatsch, one of the top riders in the AMA 250cc National Championship Series and Scott Gray, the Willow Springs motorcycle lap record holder.

The competition involved four racing classes, with each class running two heats composed of 50 miles each. The classes were for motorcycles up to 500cc, up to 600cc, up to 750cc and an Open class.

In the first heat of the 750cc class, Stevens wasted no time in taking the race lead, with Brad Hazen in second. Ienatsch, riding his Steve Bigansky-prepared Yamaha TZ250 moved through the pack quickly during the first lap and by the start of the second, had passed Joe Brett Williams to take over third place. A lap later, Ienatsch targeted Hazen and passed in the tight turns three and four to take over second. That spot proved fleeting, as Ienatsch was passed up by both Hazen and Williams in the back straight. However, a lap later, Williams pulled out of the race with a mechanical problem, moving Ienatsch back into third.

Ten laps into the race found Stevens with a significant lead of more than 20 seconds over second place Hazen. Meanwhile, Ienatsch wasn't letting Hazen out of his sight, and with six laps left he passed to retake second. That's how they crossed the finish line, with Stevens ending up with a 37-second lead over Ienatsch.

The second 750cc heat race was largely a repeat of the first, except Stevens didn't garner as much of a lead over Ienatsch. At one point, it looked like Ienatsch was closing, but that never materialized. At the checkered flag, it was Stevens first, Ienatsch second and Hazen third.

In the first heat of the Open class, Gary led from nearly the start and wasted no time in separating himself from the rest of the riders. With Gray out front, a battle began to develop between Yamaha FZR750 rider Hazen and Suzuki GSXR1100-mounted Bruce Tebo.

Although Stevens had started the race, he was in and out of the pits several times during the first 10 laps and finally pulled out of the event for good.

The halfway point found Tebo sitting right behind Hazen, not allowing him to develop much distance between the two. With one lap left, Tebo made his move on Hazen and grabbed second place.

Another tight battle occurred in this race for fourth place between Peter Koci and Jim Van Vegten. Despite several challenges near the end of the race, Van Vegten prevailed and finished fourth.

Gray won the race by 21 seconds, with Tebo second and Hazen third.

In the second Open class heat race, Stevens took the early lead. Gray passed Hazen to take second in the first lap. Completing the third lap, Stevens pulled off into the hot pit lane to talk with his crew. He rejoined the race a lap later, but shortly thereafter, pulled out of the race entirely. That left Gray securely in first place followed by Hazen in second and Tebo third. That's how they finished the race as Tebo failed at an attempt to repeat his first heat performance by passing Hazen in the final laps. Overall, Gary won the event with Hazen second and Tebo third.

In the 600cc class, the overall win went to Ritchie Thorp over Willie Burr and Patrick Murray.

Results

500 S/ST: 1. Ritchie Thorup (Yam); 2. Willie Burr (Yam); 3. Patrick Murray (Yam); 4. John Iacobucci (Yam); 5. Michael Montoya (Yam).
600 S/ST 1: 1. Ritchie Thorup (Yam); 2. Dale Kieffer (Suz); 3. David Francis (Hon); 4. Harold Winkles (Yam); 5. David Campbell (Yam).
750 S/ST: 1. Thomas Stevens; 2. Nick Ienatsch (Yam); 3. Brad Hazen (Yam); 4. Jason Pridmore (Suz); 5. Chuck Sorenson (Yam).
OPEN S/ST: 1. Scott Gray (Suz); 2. Brad Hazen (Yam); 3. Bruce Tebo (Suz); 4. Jim Van Vegten (Yam); 5. Joe Benitez (Suz).
500 NOV: 1. Gary Jaehne (Yam); 2. Kevin Sheaffer (Kaw); 3. Jeff Hagerty (Yam); 4. Anthony Degreif (Kaw); 5. Herod Lowery (Yam).
501-699 NOV: 1. Byron Garcia (Yam); 2. Kamran Khan (Suz); 3. Greg Becker (Kaw); 4. Stephen Holtege (Yam); 5. Pat Russell (Kaw).



John Lewis was crowned the Ohio State Speedway Champion.

0-700 NOV: 1. Eddie Neunuebel (Kaw); 2. Shawn Bushey (Suz); 3. Eric Briones (Kaw); 4. Bryce Pennington (Suz); 5. Keith Yun (Suz).

Lewis lands Bear Creek Speedway Championship

By Kevin George
Photo by Stevie & Jonnies Photos

S. CANTON, OH, SEPT. 14

John Lewis took the Bear Creek/Budweiser Ohio State Speedway Championship home to New York with a perfect score. Lewis, sponsored by Lewis Construction, NMIT Racing and Smitty's North Bar and Grill, led every lap he spent on the Bear Creek oval.

Sixteen riders were on hand to try and stop Lewis, including Bear Creek's top three in year-long points, Brian Daily, Pat Reynolds and Calvin Smith.

Lexington, Kentucky's Pat Reynolds was only one point from perfect with 14 points to qualify for the final runoff. Reynolds' only defeat came at the hands of Lewis.

Bear Creek's top regular, Daily, took the third opening in the final with 12 points. Daily scored three wins, one second and a third-place finish.

Kalvin Smith found himself in a three-way tie with Jeff Tretara and Mike Butler for the final position in the Championship run-off. Smith led the last-chance shoot-out from wire-to-wire with Butler right with him. Tretara dropped out after the first lap.

The four-race Championship round continued to be perfect for Lewis. The final tally was Lewis 12, Daily 6, Reynolds 4 and Smith with 2 points.

Results

C/SHIP: 1. John Lewis (12 pts); 2. Brian Daily (6); 3. Pat Reynolds (4); 4. Calvin Smith (2).

Pestana, Meagher dice at Hollister Motocross

By Nuklear Neukam

HOLLISTER, CA, SEPT. 29

Nearly 200 riders converged on Hollister Hills for the Moto West/GFI Fall Series Warm-Up, and Malcolm Smith/Smith Goggles/SCR Suzuki-sponsored Jeff Pestana traded moto wins with Trevor Meagher in the 1250cc Pro class but claimed the overall victory with the second moto victory while Meagher roosted his Power/Bar/Fox/Shoei/Smith/All American Suzuki to the 125cc Pro class win.

Steve Bonita ripped into the lead at the start of the first 250cc Pro class moto with Jack Azevedo nipping at his heels. Meagher was in third but wasted little time working into the lead. Pestana found himself midpack but was picking off riders at a fast rate.

By midmoto, Meagher was out front but Pestana was closing in on the leader. A few laps from the checkered flag Pestana caught Meagher and as the two riders landed off a jump, Pestana pulled alongside the leader. Meagher looked over and grabbed a handful of throttle as they exited the following turn and went up a hill. Meagher pulled out a small lead but Pestana kept it pegged in his effort to catch the leader. But by the white flag Pestana's Suzuki was sputtering and Meagher was able to continue to the win as Pestana held on for second. Azevedo finished third with Bonita ending up in fourth and Bryan Noe fifth.

Bonita again holeshot to start moto two but Meagher flew into the lead in turn two.

Pestana had his machine running again and settled in behind Meagher a lap later. The pair then set a blistering pace as they jammed around the course, but Pestana found the hot line by before the moto was half over and stayed on the pipe the remainder of take a decisive win and the overall. Meagher finished second as Azevedo brought it in for another third. Tommy Hamalainen claimed fourth with Bonita fifth.

Tony McGrath holeshot both 125cc Pro motos, but Meagher soon worked into the lead where he stayed unchallenged to the checkered flag in each race. Tim McClintock didn't have the best starts of the day but worked his way up to second in each moto. Mark Kerling combined a pair of thirds for third overall with McGrath finishing the day fourth overall.

Steve Law jumped into the lead to start the first Vet Pro moto but dropped off the pace and ended the moto in third as Gary Rabe scored the win over Jim Wooten.

In moto two, Law once again set a fast pace out in front of Rabe, but near the end of the moto Rabe closed in and Law dropped off the pace as Rabe took control. Rabe scored another win while Law held on for second ahead of Wooten.

In 125cc Intermediate class action, Turtle Wickoff blazed to the win in moto one ahead of Ron Gilligan, but a couple of crashes in moto two slowed Wickoff's pace and Gilligan flew in for the victory. Wickoff salvaged second in the second moto, while Lance Bollens earned a pair of third-place finishes.

Results

250 PRO: 1. Jeff Pestana (Suz); 2. Trevor Meagher (Suz); 3. Jack Azevedo (Yam); 4. Steve Bonita (Hon); 5. Tommi Hamalainen (Hon).
250 ITN: 1. Steve Sivestri (Hon); 2. Michael Minjares (Hon); 3. Erich Shofstall (Suz); 4. Mike Hodge (Yam); 5. Lance Bollens (Hon).
125 PRO: 1. Trevor Meagher (Suz); 2. Tim McClintock (Suz); 3. Mark Kerling (Hon); 4. Tony McGrath (Suz).
125 INT: 1. Ron Gilligan (Hon); 2. Turtle Wickoff (Suz); 3. Lance Bollens (Hon); 4. Jason Chisum (Suz); 5. Brian Martinez (Hon).
500 PRO: 1. Jeff Pestana (Kaw).
VET PRO: 1. Gary Rabe (Hon); 2. Steve Law (Kaw); 5. Jim Wooten (KTM).
60 BEG: 1. Randy Norman (Kaw); 2. Tony Balbas (Kaw); 3. Kurt Long (Kaw); 4. Brian Buckreus (Kaw); 5. Adam Huffer (Kaw).
80 BEG: 1. Ulysses Pollard (Yam); 2. Nick Pappas (Kaw); 3. Steve Vittone (Kaw); 4. Ryan Brink (Kaw); 5. Jeff Shults (Kaw).
125 BEG: 1. Chad Burleson (Hon); 2. Ben Vitale (Yam); 3. Paul Eszlinger (Kaw); 4. Marc Henderson (Suz); 5. John Cunningham (Suz).
125 JR: 1. Ted Phippen (Suz); 2. Josh Chisum (Suz); 3. Rex Michaels (Suz); 4. Jake Anderson (Suz); 5. Chris Plateno (Suz).
250 BEG: 1. Anthony Leimas (Hon); 2. Lance Reinhart (Suz); 3. Joseph Marphis (Yam); 4. Rick O'Brien (Hon); 5. Mark Hodges (Yam).
250 JR: 1. Paul Wenger (Hon); 2. Jeremy Chisum (Kaw); 3. Manny Ornellas (Kaw); 4. Anthony Alves (Hon); 5. Briawd Dueck (Suz).
500 BEG: 1. Reime Roy (Kaw); 2. Mark Blackburn (Suz); 3. Jeff Andruss (Hon); 4. Gordon Stout (Kaw); 5. Christopher Derr (Yam).
500 JR: 1. Michael Renner (Kaw); 2. Andrew Norrish (Hon); 3. David Minjares (Hon); 4. Tim Boone (Hon); 5. Dave Soldano (KTM).
UTH BEG: 1. Barow Sumter (Suz); 2. Doug Montague (Hon); 3. Lee Dahlman (Yam); 4. Allan Parr (Hon); 5. Vince Romas (Kaw).
UTH JR: 1. Frankie Lowers (Yam); 2. Ryan Menke (Suz); 3. Manny Ornellas (Kaw); 4. Frank Villa (Suz); 5. Anthony Alves (Hon).
UTH INT: 1. Steve Sivestri (Hon); 2. Brad Halcomb (Hus); 3. Skipp Guinn (Kaw); 4. Terry Lakely (ATK); 5. Willie Artau (Hon).
VET JR: 1. John Dallare (Yam); 2. John Sawn (Hon); 3. Steve Matlock (Yam); 4. Doug Clark (Hon); 5. Tom Ross (Hon).
VET INT: 1. Rick Luther (Suz); 2. William Artau (Hon); 3. Bob Clark (Yam); 4. Eric Hellgren (Suz).
OT: 1. Pat Graham (Hon); 2. Carter Powell (Mai); 3. Bob Rienbark (Hon); 4. Bob Bearden (Yam); 5. Gary Trower (Hon).
OTHG BEG: 1. Mike Temple (Yam); 2. Barbara Minovich (Hon); 3. Debbie Simmons (Kaw); 4. Kassie Gray (Hon); 5. Bob Vaughn (Kaw).
OTHG JR: 1. Dave Simmons (Kaw); 2. Doug Moore (Hon); 3. Rick Mehling (Yam); 4. Ed Crawford (Hon); 5. Dan Carver (Hon).
OTHG INT: 1. Steve Zanone (Hon); 2. Danny Lowers (Hon); 3. John Pfeifer (Hon); 4. Jim Terry (Suz).
OTHG EX: 1. John Dallaine (Yam); 2. Frank Villa (Suz); 3. Terry Huffer (ATK); 4. Bob Clark (Yam); 5. Roy Knight (Kaw).

Boespflug sweeps PIR Motocross

By Dan Meeker

PORTLAND, OR, SEPT. 20

Don Boespflug swept both motos of the Up The Hill class at the final running of Portland International Raceway's '91 MX season.

The class for 25-30 year-old riders turned out to be one of the most competitive classes of the year and the finale's group was no exception. At the start of moto one it was Rick Bozarth who charged to the first corner with the lead, but Kurt Stevens, squeezed inside in the first turn and emerged in front. Boespflug and Bozarth swapped second on the opening lap as they battled. Coming into the second lap, the three front-runners were all within a bike length of each other. Bozarth made his move on an uphill, stairstep jump and took over the lead, only to kill his motor two corners later, allowing both Stevens and Boespflug to pass before restarting in a distant third. Boespflug put the heat on Stevens, and when they flew off the large tabletop, Boespflug flew the farthest and took over the lead. Bozarth was charging in third and gradually closed the distance between himself and Stevens until the two riders were side by side when the white flag came out. Bozarth

used a short section of whoops to his advantage and passed Stevens for second. Amazingly, when the checkered flag was waved, Bozarth was less than two bike lengths behind winner Boespflug.

The second moto start saw Boespflug charge through the first corner in the lead. Stevens followed with Bozarth immediately applying the pressure. In the second turn, a tricky downhill corner, Bozarth moved by Stevens and began his pursuit of Boespflug. On the second lap, Bozarth tried to pass but Boespflug held him off. The two riders had a tremendous battle and the drama didn't end until the very end when, with the checkered flag in sight, the two leaders had to deal with a lapped rider. Boespflug and Bozarth passed the lapper on either side with Boespflug barely avoiding contact, but still holding his slim lead for the win over Bozarth. Stevens finished third.

Results

W/P/W: 1. Tyler Fick (Yam); 2. Cassandra Stewart (Yam); 3. Sean Carroll (Yam).
P/W 6-8: 1. Kelvin Schoen (Hon); 2. Tyler Fick (Kaw); 3. Jason Hess (Kaw).
P/W 9-11: 1. Gregory Blackwell (Kaw); 2. Mike Storm (Hon); 3. Ryan Anderson (Kaw).
WMN: 1. Kelly Smith (Hon); 2. Janet Dean (Yam); 3. Sandy Cardenas (Kaw).
MINI BEG: 1. Michael Smith (Suz); 2. Charlie Gibbens (Kaw); 3. Ross Johnson (Hon).
MINI JR: 1. Nathan Gravelle (Kaw); 2. Jason Hanson (Kaw); 3. Jerry Cramer (Kaw).
MINI INT: 1. Brian Martin (Hon); 2. Kevin Eakin (Hon).
125 BEG: 1. Craig Johansson (Suz); 2. Greg Eaton (Suz); 3. Jason Kendrick (Yam).
125 JR: 1. Ernie Gendron (Suz); 2. Jason Schiele (Hon); 3. Justin Carroll (Suz).
125 INT: 1. Devin Roe (Hon); 2. Tim Meissner.
250 BEG D-1: 1. Dan Sollard (Hon); 2. Bill Rush (Hon); 3. Carl Harry (KTM).
250 BEG D-2: 1. Aden Larson (Hon); 2. Mike Farmer (Hon); 3. Kevin Mead (Hon).
250 JR: 1. Scott Sherrell (Hon); 2. Chris Sicilia (Hon); 3. Jim Marshall (Suz).
250 INT: 1. Jason McCormick (Hon); 2. Rick Bozarth (KTM); 3. Doug Gravelle (Kaw).
OPEN BEG: 1. Kevin Mead (Hon); 2. Unknown; 3. Chris Crawford (Hon).
OPEN JR: 1. Michael Goulet (Kaw); 2. Marvin Gullings (Hon); 3. Chris Petersen (KTM).
OPEN INT: 1. Devin Roe (Hon); 2. Tony Martin (Hon).
25-30: 1. Don Boespflug (Hon); 2. Rick Bozarth (KTM); 3. Kurt Stevens (Hon).
VET C: 1. Rod Nees (Yam); 2. Doug Jenkins (Yam); 3. Ken Levens (Hon).
VET B: 1. Joe Cassey (Hon); 2. Mark Kim (ATK); 3. Randy Jungwirth (Hon).
VET A: 1. Dave Eakin (Hon); 2. Ron Kent (Yam).
40+ NOV: 1. Richard Schaper (Hon).
40+ AM: 1. Milt Harden (Suz); 2. Bill Naylor (Hon).
40+ EX: 1. Mike Perry (Suz).

Brown, Tretara top Bear Creek Speedway

By Kevin George

S. CANTON, OH, SEPT. 28

Scotty Brown captured the Scratch main event while Jeff Tretara scored the Handicap main win to close out Bear Creek Speedway's 1991 season.

The first heat race of the night saw Brown pull the holeshot over Brian Daily and Tretara. Daily applied the pressure and the race finished in a dead heat between Brown and Daily.

Second heat action saw Pat Reynolds top Mark Maurer, Ron Rall and Jack Bartrum. In the second round of heats it was Brown and Daily taking wins with Reynolds and Maurer taking runner-up positions.

For the Scratch main it was Brown all the way with Daily outdueling Maurer for second. Reynolds dropped out.

Tretara needed only to pass Bartrum to take the lead in the Handicap main. Daily charged up from the 70-yard line and Brown came up from a turn three starting position. Brown got around Daily as they worked through traffic but Tretara held on for the win.

Daily captured the season long point battle with Reynolds second and Kevin Smith third.

Results

HDGP: 1. Jeff Tretara; 2. Scotty Brown; 3. Brian Daily; 4. Mark Maurer; 5. Ron Rall.
SCRATCH: 1. Scotty Brown; 2. Brian Daily; 3. Mark Maurer; 4. Pat Reynolds.

Double wins for Howell at Echeconnee Motocross

By Dene Olive

MACON, GA, SEPT. 22

P.J. Howell scored double class wins in the 125 and 250cc B classes at Echeconnee Motocross.

In the first moto of the 125cc B class, Scott Bryant shot into the lead ahead of Kenny Kowalczyk and John Urbon. Bryant held the lead while Howell picked off the riders ahead

of him after a seventh-place, but by lap five of the seven-lap race Howell moved around Kowalczyk. Bryant scored the moto win ahead of Howell and Andre Pene.

Dwayne Bone assumed the lead early in the second moto and cruised to the checkered flag with the win. Howell stormed into second just ahead of Kowalczyk. By lap four Patrick Hizef fought his way around Kowalczyk and then Howell, but was unable to catch the leader Bone. Howell's 2-3 score was good enough for first overall honors.

Howell continued his win streak in the 250cc B class despite a three-way tie for the overall win. Howell's 5-2 score was better than Bryan Godlewski's 4-3 score and Kowalczyk's 2-5 score.

Marcus Lanford put his Honda out front in the first 250cc C moto with Dickie Fountain and Brian Gibbs in tow. On lap two, Fountain passed Lanford and held on for the win over Lanford with Chris Schafer in third.

In moto two, Schafer put his Honda out front for a wire-to-wire win. Lanford was off the line second, but on lap three Brian Robertson slipped past to move into second and followed Schafer across the finish line. Fountain finished third.

Results

51: 1. Matt Beatty (Yam).
65 STK 7-11: 1. Aaron Lindsey (Kaw); 2. Chris Harrison (Kaw); 3. Chad Albritton (Kaw).
JR MINI: 1. Aaron Lindsey (Kaw); 2. Beau Craft (Kaw).
SR MINI: 1. Shae Bentley (Kaw); 2. Kyle Kelly (Kaw); 3. Nicholas Kosko (Hon); 4. Daniel Currie (Yam).
SCHBY: 1. Patrick Hizef (Kaw); 2. Dwayne Bone (Hon); 3. Scott Bryant (Hon); 4. Shae Bentley (Kaw); 5. Chris Collins (Kaw).
125 B: 1. P.J. Howell (Hon); 2. Scott Bryant (Hon); 3. Dwayne Bone (Hon); 4. Andre Pene (Hon); 5. Kenny Kowalczyk (Hon).
125 C: 1. Ken Hammons (Suz); 2. Tim Bruce (Suz); 3. Dwayne Dale (Hon); 4. Chris Dys (Hon); 5. Jason Hutcheson (KTM).
250 B: 1. P.J. Howell (Hon); 2. Bryan Godlewski (Hon); 3. Kenny Kowalczyk (Hon); 4. Scott Moore (Hon); 5. Wesley Ashley (Hon).
250 C: 1. Chris Schafer (Hon); 2. Dickie Fountain (Suz); 3. Marcus Lanford (Hon); 4. Brian Robertson (Kaw); 5. Mickey Walden (Yam).
OPEN B/C: 1. Eric Pinson (KTM); 2. Jay McClellan (Hon); 3. Bill Handley (Suz); 4. Richard Bordurant (Hon); 5. Benny Dourrough (KTM).
25 PLUS: 1. Tommy Martin (Hon); 2. Steve Saunders (Hon); 3. Mickey Walden (Yam); 4. Shawn Sewell (Suz); 5. Richard Bordurant (Hon).
30 PLUS: 1. Jay McClellan (Yam); 2. Mike Melton (Hon); 3. Bill Handley (Suz); 4. Richard Bordurant (Hon); 5. Benny Dourrough (KTM).

40 PLUS: 1. Randy Tillery (Hon); 2. Jimmy Pinson (KTM); 3. Roy Craft (Kaw); 4. George Byrd (KTM); 5. David Ezell (KTM).
125 PRO: 1. Ryan Reynolds (Hon); 2. Tommy Martin (Hon); 3. Stacey Barnett (Hon); 4. Mark Crozier (Hon).
250 PRO: 1. Mark Crozier (Hon); 2. Tommy Martin (Hon); 3. Jason Coleman (Hon); 4. Stacey Barnett (Hon); 5. Grant Wood (Suz).

Karnow jams to Amherst Motocross victory

By Peggy Adamic

AMHERST, OH, SEPT. 22

Vince Karnow jammed through both motos of the Schoolboy class, scoring perfect 1-1 moto finishes at Amherst Meadowlarks Motorcycle Club.

Karnow ripped through turn one atop his Andrews Suzuki backed RM, with Adam Bechdel on his rear wheel. The two riders began pulling away from the competition. Bill Roberts held down third. By mid-moto, Karnow held a five-second lead on Bechdel, while Roberts held third, over 15-seconds behind the two front-runners.

Moto two was a repeat of the first outing, as Karnow again took the lead through turn one and never looked back. Bechdel started second, but posted DNF due to mechanical failure. The battle heated up for second between David Borris and Roberts, as the two riders rode a tire-to-tire race from the drop of the gate. Borris would not surrender his position, and met the checkered flag inches ahead of Roberts. T.J. Somers and Chad Cooper rounded out the top five.

Bechdel was back on the track for the Senior Mini class, and proceeded to blast his Andrews-backed Kawasaki KX80 to double moto wins. Karl Scott posted 2-2 moto finishes behind Bechdel. In each of the outings, Scott had his work cut out for him as he battled with Jake Davis. Once around Davis, Scott would settle into a comfortable pace. Bryan Bellinger scored 4-2 moto finishes to take third overall.

Results

P/W: 1. Larry Rust (Yam); 2. Brian Gerth (Hon); 3. Brent Maimone (MM); 4. Mark Young (Hon); 5. Scott Garnek (Suz).
JR MINI: 1. Ryan Edixon (Hon); 2. Ben Hahn (Hon);

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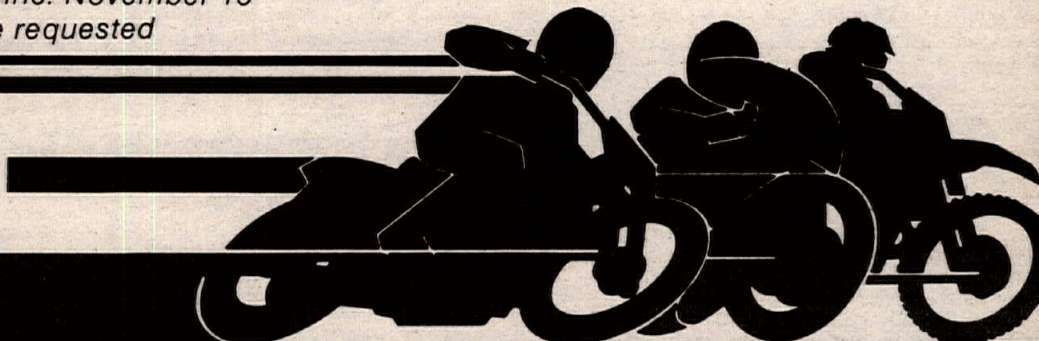
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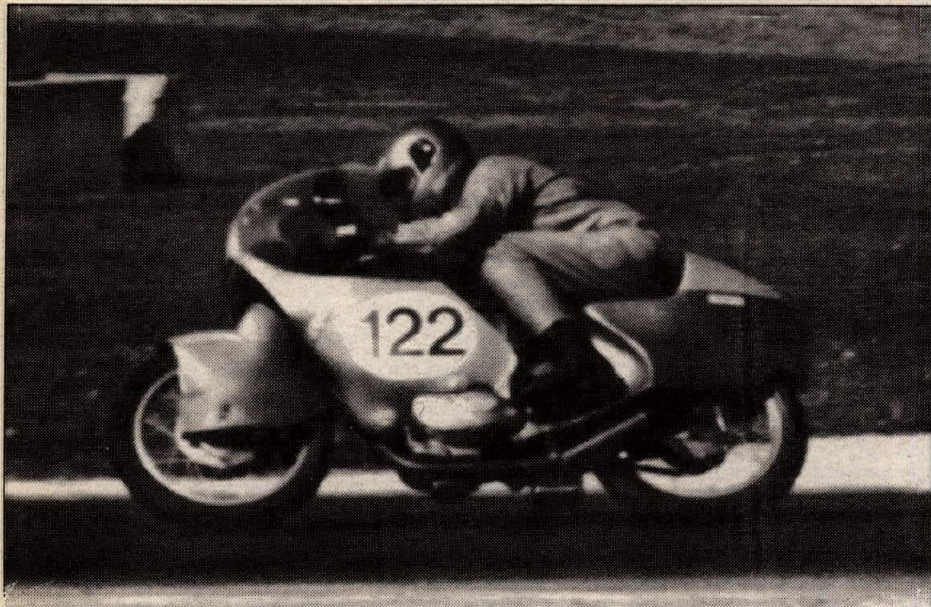
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LOCAL EVENTS



Portland International Raceway was invaded by vintage motorcycles.

3. Paul Tidwell (Yam); 4. Joby Hatch (Kaw); 5. Zeb Kozar (Hon).

SR MINI: 1. Adam Bechdel (Kaw); 2. Karl Scott (Suz); 3. Bryan Belinger (Suz); 4. Jake Davis (Kaw); 5. John Davis (Kaw).

SCHBY: 1. Vince Karnow (Suz); 2. Bill Roberts (Hon); 3. T.J. Somers (Suz); 4. David Borris (Kaw); 5. Chad Cooper (Hon).

125 A: 1. Jeff McCune (Suz); 2. Mike Howell (Hon); 3. Jeff Woolledge (Hon); 4. Chad Coon (Hon); 5. Chuck Nicholson (Hon).

125 B: 1. M. Wallrabenstein (Hon); 2. Vince Karnow (Suz); 3. Chuck Francisco (Suz); 4. Eric Nepodal (Suz); 5. Rick McGuire (Kaw).

125 C: 1. Bruce Uhl (Suz); 2. Gregg Myer (Hon); 3. Bill Roberts (Hon); 4. Marc Baumann (Hon); 5. Jim Griffith (Kaw).

250 A: 1. Jason Balas (Hon); 2. Mike Katin (Suz); 3. Phil Gauthier (Suz).

250 B: 1. Eddie Karbon (Yam); 2. Ken Frankenbery (Hon); 3. Kevin Deyling (Yam); 4. Chris Rolling (Kaw); 5. Robin McClain (Hon).

250 C: 1. Ty Myers (Kaw); 2. C.J. Klein (Kaw); 3. S. Wallrabenstein (Suz); 4. Carl Davis (Kaw); 5. Shane Geringer (Suz).

PLUS 25: 1. Dave Blauman (Suz); 2. Barry Coy (Hon); 3. John Hill (Suz); 4. S. Wallrabenstein (Suz); 5. Rick Hopkins (Suz).

OPEN B/C: 1. Dave Blaman (Hon); 2. Kevin Deyling (Hon); 3. Barry Coy (Hon); 4. Kerry Hearn (Kaw); 5. Jim Skok (KTM).

SR 1: 1. Carl Hand (Hon); 2. Ken Frankenbery (Hon); 3. Dave Blauman (Suz); 4. Rob Harris (Kaw); 5. Rick Hopkins (Suz).

SR 2: 1. Chuck Barracato (Suz); 2. Robert Long (KTM); 3. Tom Stevens (Hon).

Hopkins hot at Bama Barkbuster Enduro

By Bob Schlemmer

BIRMINGHAM, AL, SEPT. 15

Despite the record high temperatures, most riders at the 3rd Annual Bama Barkbuster Enduro felt the Birmingham Trails & Trials Association did an excellent job putting together 65 miles of challenging trails. And the cool, clean swimming pool at the camping area provided a welcome relief to the heat after the tough ride.

The tight, technical section of trail after the gas stop finally separated the overall winners. At the restart 13 of the 294 riders were tied with one point with 250cc B rider Glen Myatt riding second to Team Green rider Joey Hopkins, 43 tie breaker points to Hopkins' 37.

By the sixth check, however, the tight, rocky trail began to add points to all the scores. Hopkins, KTM rider Allen Gravitt, Suzuki mounted AA rider Steven Smith, and 250cc A rider Jerry Gibson all dropped four points. The toughest sections, through were yet to come, as indicated by the 10 points dropped at the seventh and ninth checks by Hopkins, the 11 points dropped by Gravitt at both checks, and Smith's 12 points dropped at each of those checks.

Hopkins' strong performance late in the race enabled him to take the overall win. Allen Gravitt followed Hopkins' 25 points with 27 for second overall. Finishing third overall was Steven Smith with 29 points.

Results

O/A: 1. Joey Hopkins (Kaw).
125 B: 1. Larry Peavey Jr.; 2. Jason Reine; 3. Bruce Bragg.
200 A: 1. Stephen Reed; 2. James Winn.
250 A INT: 1. Bennie Waldrop; 2. Buddy Pierce; 3. Greg Peterson; 4. Mike Cantrell.
200 B: 1. Trey Wells; 2. Kevin Speyrer; 3. Glenn Kraft; 4. Paul Cox.
200 B INT: 1. Chris Burchfield; 2. Mike York; 3. Terry Carter.
200 C: 1. Randy Kotol; 2. Tim Dyer; 3. Josh Pontzer; 4. Jeff Thompson; 5. Bruce Yarbrough.
250 A: 1. Jerry Gibson; 2. Terry Hughes; 3. Martin Pruett; 4. Jerrod Smith; 5. Glen Hollingshead.
250 B: 1. Andy Barkley; 2. Robin Dubose; 3. Glen Myatt; 4. T.J. Jones; 5. Greg Mau.
250 C: 1. Glenn Rogers; 2. Roger Clark; 3. Daniel Jackson; 4. John Hoover; 5. Paul Johnson.
4-STRK A: 1. Geoff Poole; 2. Curtis Poole; 3. Larry Arrington; 4. Dale Davis.
4-STRK B: 1. Mark Moon; 2. Ricky Sox; 3. Andy Hayes; 4. Greg Blackwell; 5. Mark Seals.
AA: 1. Joey Hopkins; 2. Allen Gravitt; 3. Steven Smith; 4. David Bragg; 5. Dwight Rudder.

JR: 1. Brad Lane; 2. Nathan Knight; 3. Paul May; 4. Owen Fleming; 5. Zac Ivey.

MSTR: 1. Farrell Lord; 2. John Mellon; 3. James Bransford; 4. Paul Richardson; 5. Ed Peck.

OPEN A: 1. Steven Evans; 2. Gerald Jones; 3. Carl Ennis; 4. Mike Martin; 5. Frank Schoenbeck.

OPEN A INT: 1. Gary Goff; 2. Paul Peterson; 3. Doug McKee; 4. Martin Toms; 5. Buddy Hollingsworth.

OPEN B: 1. Jason Chancey; 2. Dale Burroughs; 3. James Smith; 4. Tony Parker; 5. Daryl Foster.

OPEN B INT: 1. Mark Carpenter; 2. Russell Averette.

OPEN C: 1. Mark Herron; 2. Joseph Smith; 3. Tony Graben; 4. Lee Allen; 5. Blair Widener.

SR A: 1. Terry Mealer; 2. George Eaddy; 3. Larry White; 4. Sammy Paulk; 5. Bill Watkins.

SR B: 1. Johnny Thomas; 2. Tommy Lane; 3. Sonny Roberts; 4. Steve Chancey; 5. Ron Pruitt.

SR C: 1. Sam Shaw.

SS A: 1. Lloyd Widener; 2. Skip Wyman; 3. Frank Amos; 4. Mike Garrett; 5. Bud Hardeman.

SS B: 1. Ernest Lynch; 2. Tom Tarver; 3. Paul McDonald; 4. Baynard Starr; 5. Charles Armour.

VET A: 1. Robbie Neeley; 2. Ken Kelly; 3. Ronnie Smith; 4. Russell Holliday.

VET B: 1. Lee Hermansen; 2. Greg Sassaman; 3. John Strange; 4. Philip Henderson; 5. Phil Myers.

VET C: 1. Alan Martin; 2. Gregory Cowan.

WMN: 1. Suzy Fann; 2. Elaine Nobles; 3. Sue Heath; 4. Carol Jones.

Two OMRRA Vintage Road Race wins to McLean

By Tom Stein

PORTLAND, OR, SEPT. 21

Crain McLean topped the charts more often than any other rider at the Oregon Motorcycle Road Racing Association's Twin Rivers Classic Vintage Road Race held at Portland International Raceway. The Kentfield, California, racer rode his '62 Matchless and his '66 Aermacchi/Harley-Davidson to respective wins in the 500 and 350cc classes.

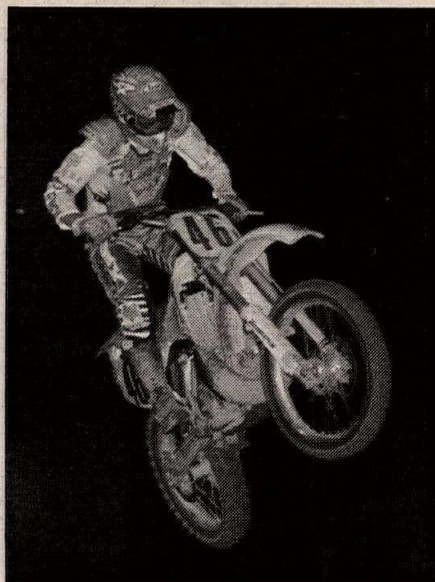
Although McLean dominated both classes, he did not run unchallenged. The 350cc class saw him pursued by the '68 Honda CB350 of Chuck Sowards and the '69 Ducati 350 of Scott Borem. McLean won the first heat handily, crossing the line some seven seconds ahead of Sowards, who was dicing with Borem for second place. Heat number two saw McLean out front once again for the entire race, but this time local racer Sowards ran closer, leaving Borem a somewhat distant third.

In the 500cc class, McLean and Sowards returned, but with McLean now on his larger displacement Matchless. The two were also joined by Mike Rivelli, another local racer, on his '70 Ducati 450. In the first heat, the three racers quickly broke away from the rest of the 12-rider field. At the halfway point, McLean and Rivelli had pulled away from Sowards and started to dice for the lead. The final lap saw the two riders change position three or four times, with Rivelli coming out on top at the checkers.

As the field took the green flag, McLean was not on his grid spot. McLean had run the previous 350cc heat, and had to stop in his pits to switch bikes. Charging hard up the grid, McLean was fifth going into the first turn, and by the end of lap one had worked his way into third spot behind leader Rivelli and second place Sowards. McLean then took the lead on lap four.

The head start gave Sowards the chance he needed to establish a firm position with the leaders. Coming around PIR's turn nine and onto the long front straight for the fifth time, McLean seemed to bobble and missed a shift, dropping to second behind Rivelli. Battling their way into turn one, Rivelli then dropped to third when he tried a little too hard and had to put a foot down to save himself. Going around once more saw Sowards now in the lead in turn one, having won a braking contest with McLean at the end of the front straight.

As the trio came around for the seventh and final time, it was once again McLean in front with Sowards right behind and Rivelli further



LACR MX saw Kyle Lewis sail to the combined Pro class win.

back. Sowards made a last-ditch effort to retake the lead as they approached the line and almost fell, but held onto second place as McLean took the win. Though Rivelli came home in third place, he was credited with second in the final results as both heats were scored moto-style and counted equally to the overall standings.

Results

OPEN VINT: 1. Paul Bilton-Smith (Hon); 2. Rich LeVert (Hon); 3. Randy Bradesku (BMW); 4. Dave Walden; 5. Jon Lacey (BSA).

500 GP: 1. Ward Rodgers (Kaw); 2. Brian Dawson (Suz).

500 SR: 1. Craig McLean (Mat); 2. Mike Rivelli (Duc); 3. Chuck Sowards (Hon); 4. Scott Borem (Duc); 5. Dan Drummond (BMV).

350 VINT: 1. Craig McLean (HD); 2. Chuck Sowards (Hon); 3. Scott Borem (Duc); 4. Chris Kerber (HD); 5. Joe Beninger (Hon).

250 VINT: 1. Tony Rivelli (Duc); 2. Mike Rivelli (Duc); 3. Sean Fromhold (Hon); 4. Lance Raber (Duc); 5. Lynn Willcox (Duc).

EARLY VINT: 1. Len Flatray (Tri); 2. Ozzie Auer (BMW).

Hand masters Malvern Motocross

By Peggy Adamic

MALVERN, OH, SEPT. 21

Honda-mounted Carl Hand took control of the Senior One class, and scored double moto victories at round two of the Competition Riders of America's Fall Motocross Series held at Malvern MX Park.

Jim Cipullo motored his Can-Am into turn one ahead of Hand, Les Etwiler and the rest of the Senior One and Senior Two riders. Hand took over the lead on the first lap, as Cipullo dropped out of the race with mechanical problems. Once out front, Hand was unstoppable, as he ran up a better than 15-second lead by the moto's end.

Hand was out front at the start of moto two, with Cipullo back in action and holding second. Senior Two rider, Dan Morgan, followed the duo in third. Hand pounded his bike over the track, lapping six riders en route to his second moto win. Cipullo held second ahead of Morgan, Etwiler and James Kostival.

John Hill bested the field of riders in the Plus 25 class, as he chalked up 1-1 moto scores. Hill chased Johnny Young through turn one in moto one, but took over the lead on lap four. Young settled for second, with Jim Cipullo and Ken Novak dicing for third through the five-lap moto.

In the second outing, Hill stole the lead off the line, and held his position through the checkered flag. Young chased Hill, but was unable to keep the pace. Steve Wilmington motored his Suzuki into third, ahead of Novak.

Ty Myers continued his domination of the 250cc C class as he took the overall victory scoring 1-1 moto finishes. Myers holshot moto one with Steve Ray, Anthony Esposito and Johnny Young on his rear wheel. Myers immediately began pulling away from the pack of riders. Young swapped places with Esposito on the first lap. Myers met the checkered flag, 10 seconds ahead of Ray, Young, Esposito and Jeff Barrackman.

In moto two, Esposito shot out to the early lead with Young, Myers and Ray trailing. Myers quickly dispensed of Young and set his sights on the leader. Myers wasted little time, as he took the lead on lap three. Esposito faded to mid-pack, as Myers turned up the throttle and left the riders behind him to battle for second. Young met the checkered flag 10 seconds behind Myers. Ray, Jeff Williams and Esposito rounded out the top five.

Results

P/W: 1. Larry Rust (Yam); 2. Brent Maimone (Min); 3. D. Espenschied (Yam); 4. T. Ferguson (Yam); 5. John Myers (Yam).

JR MINI: 1. Joey Sedmak (Hon); 2. Andy Winkens (Kaw); 3. Bo Bowman (Hon); 4. Dave Hill (Kaw); 5. Larry Rust (Kaw).

SR MINI: 1. Adam Bechdel (Kaw); 2. Bryan Bellinger (Suz); 3. Jim Jarret (Suz); 4. Sam Yanitelli (Suz); 5. Bo Bowman (Hon).

SCHBY: 1. Adam Bechdel (Kaw); 2. Jamie Martin (Hon); 3. T.J. Somer (Suz); 4. Brad Lightner (Yam); 5. Bill Roberts (Hon).

125/250 A: 1. Mike Katin (Suz); 2. Phil Gauthier (Suz); 3. Brad Ouear (Hus); 4. Greg Wheeler (Hon); 5. Jeff Underwood (Suz).

125 B: 1. Rick McGuire (Kaw); 2. Marty Ling (Hon); 3. Chuck Francisco (Suz); 4. Mark Dalziel (Suz).

125 C-1: 1. Rick Ray (Suz); 2. Joel Bator (Kaw); 3. Nick Gonatas (Hon); 4. Bruce Uhl (Suz); 5. Jamie Martin (Hon).

125 C-2: 1. Jeff Pape (Hon); 2. Jim Martin (Hon); 3. Wayne Hickman (Hon); 4. Jeremy Bonnett (Hon); 5. Jeff Underwood (Suz).

250 B: 1. Eric Klein (Suz); 2. Dave Bernard (Suz); 3. Trent Bartolotti (Hon); 4. Jay Krenn (Suz); 5. Kevin Burkey (Hon).

250 C: 1. Ty Myers (Kaw); 2. Johnny Young (KTM); 3. Steve Ray (Suz); 4. Anthony Esposito (Suz); 5. Jeff Williams (Hus).

+25: 1. Johnny Hill (Suz); 2. Johnny Young (KTM); 3. Steve Wilmington (Suz); 4. Ken Novak (Hon); 5. Jim Cipullo (C-A).

OPEN B/C: 1. Colin Lowery (Hon); 2. Eric Clein (KTM); 3. Kern Novak (Hon); 4. Chuck Hartz (Kaw); 5. Johnny Young (KTM).

SR 1: 1. Carl Hand (Hon); 2. Les Etwiler (Hon); 3. James Kostival (Kaw); 4. Tony Pasthing (Kaw); 5. Jim Cipullo (C-A).

SR 2: 1. Dan Morgan (KTM); 2. Don Sprague (Hon); 3. Ed Talbot (Yam); 4. Roy Persinger (Yam).

Lewis leaps to LACR MX victory

By Tony Alessi

PALMDALE, CA, SEPT. 30

Noleen supported Kyle Lewis devastated the Pro class by roosting to a pair of convincing moto wins during the California Racing Club's night racing program at Los Angeles County Raceway.

Tony Sulek put his White Brothers-backed Kawasaki KX500 into the lead at the start of the first combined Pro moto. Lewis was on the gas and quickly closed to the back of Sulek. Lewis was clearing a set of doubles with a monster leap which enabled him to nearly pass Sulek with each jump. By the second lap of a 10-lap moto, Lewis was out front for good and maintained a quick pace for the remainder of the moto to win by more than a half track in front of Sulek, Tim Telford and Randy Moody.

Sulek again shot to the lead in moto two while Lewis paced himself in second, since the laps were increased to 16 for the second moto. Sulek appeared as fast as Lewis for the first two laps, but Sulek seemed to run out of steam by the third lap as Lewis pounded a set of rockers then jumped inside Sulek for the lead. Like the first moto, Lewis quickly left his pursuers far behind and went on for the win. Sulek's machine developed problems late in the moto and seized as he landed over a double jump. Moody landed on top of Sulek on his descent from the double jump, and the two riders were strewn on the ground. Fortunately both riders walked away.

Dominic Luna swapped moto wins with Anthony Falcone to score the 125cc Beginner class victory. Luna charged from last to second in the first moto and almost nipped Falcone at the finish.

"I jumped right next to him at the finish line and he only beat me by half a wheel," Luna explained.

Randy Lippie holshot the second moto, but Luna passed him for the lead on the first lap. Once out front, Luna smoked away to a commanding lead and the overall victory. Falcone spent a number of laps battling with Lippie for second and finally got past him three laps from the finish. Falcone managed to pull away from Lippie, but was far behind leader Luna.

Results

P/W A: 1. Jared Hernandez (PW).
P/W B-1: 1. Steven Cisar (Yam); 2. Jerry Martinez (Yam); 3. Donnie Durrer (Yam); 4. Brandon Beckman (Yam); 5. Cody Sandimier (Hon).

P/W B-2: 1. Adam Herpy (Yam); 2. Justin Haber (Yam); 3. Michael Bragg (Yam); 4. Jack Haden (Yam); 5. Eric Durrer (Yam).

60 9-11: 1. Michael Young (Kaw); 2. Eugene Hernandez (Kaw).

80 BEG: 1. David Hopfe (Kaw); 2. Mitchell Reginald (Suz); 3. Adam Knowles (Hon); 4. Larry Venema (Kaw); 5. Chris Kelland (Suz).

BIG WHL: 1. Derek Bumgardner (KX); 2. Michael Collier (KX); 3. Ray Pickett (KX); 4. Jacob Sutton (KX).

80 INT: 1. Jay Theys (Kaw).
125 BEG: 1. Dominic Luna (Yam); 2. Anthony Falcone (Suz); 3. Randall Lippie (Suz); 4. Cameron Davidson (Kaw); 5. Darris Garner (Hon).

125 NOV: 1. Jim Buntin (Suz); 2. Steve Corteville (Hon); 3. Justy Men-Di-Bles (Suz); 4. Garey Carlson; 5. Marc Lippert (Suz).

125 INT: 1. Erik Lindstrom (Hon); 2. Jason Reed (Suz).
125 PRO: 1. Randy Moody (Hon).

250 BEG: 1. Malcolm Solley (Hon); 2. Tony Trette (Yam); 3. Jim Tatone (Kaw); 4. Derek Gainer (KX); 5. John Valko (Hon).

250 NOV: 1. Joe Haman (Hon); 2. Karl Lindstrom (Hon); 3. Brian Hill (Yam); 4. Billy Paul; 5. Abe Blunda (Hon).

250 PRO: 1. Kyle Lewis (Yam).
500 BEG: 1. Lance Nichols (ATK); 2. Douglas Hallmark (Hon).

500 NOV: 1. Richard Martinez (Kaw).
500 PRO: 1. Tim Telford (Hon); 2. Tony Sulek (Kaw).

JR VET BEG: 1. Jordan Lieberman; 2. John Cascio (Suz); 3. Lior Verner (Hon).

JR VET NOV: 1. Tony Mason (Yam); 2. Eric Harison (Yam).

JR VET INT: 1. John Davies (Hon).
JR VET EX: 1. Jon Zahrt (SVC).

VET BEG: 1. Norm Schwartz (Hon); 2. Mike Jervey (Yam); 3. Dan Bernardino (Suz); 4. Ray Gorbett (Suz); 5. Stact Skaggs (Hon).

VET NOV: 1. Marc Prince (KTM); 2. Daniel Tanner (Hon); 3. Ken Greene (Hon); 4. David Williams (Suz); 5. Randy James (Hon).

VET PRO: 1. Bob Kline (Hon).
SR BEG: 1. Bill Weltman (Hon); 2. Larry Kirsch (Hon).

Hemsley heats up Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, SEPT. 8

Paul Hemsley dominated the 250cc Intermediate class at Las Vegas Motocross Park, as he swept to double moto wins.

Casey McKinney was the first Intermediate class rider through the first corner in the combined Pro/Intermediate race. Hemsley was mired in midpack. Gregg Cox quickly worked his way past McKinney and into first place, while Mark Frehner moved up to third on the first lap. By the third lap, Hemsley had passed both McKinney and Frehner and slid into second, behind Cox. On the next-to-last lap, Cox went down in the rollers, breaking his front brake. This was all the help Hemsley needed as he squirted into the lead and took the checkers by a healthy margin over Richard Anthony.

McKinney grabbed the Intermediate class holeshot again in moto two, with Hemsley glued to his rear fender. With Cox and Frehner both out with mechanical problems, the race was Hemsley's to win. McKinney had other ideas however, and it took Hemsley several laps to finally fight his way into the lead. When he did, he romped home to a big win over the second-place McKinney.

The first 250cc Novice class moto saw Dion Denison blast to the lead just ahead of Ray Bellows and Brandon Trueb. Denison opened up a big lead, and when Bellows went down in a corner, Scott Morris started reeling Denison in but ran out of time and had to settle for second place.

With Denison not starting moto two, Morris blew away the field and went wire-to-wire for the moto win as Michael Bowen finished a distant second.

Results

P/W: 1. Robert Reynolds (Yam); 2. Ryan Brown (Yam).
60: 1. J.W. Beller (Kaw).
80 STK: 1. Butch Gabriel (Suz); 2. Billy Eister (Kaw).
80 MOD: 1. Butch Gabriel (Suz); 2. Billy Eister (Kaw).
125 BEG: 1. Danny Cooper; 2. Errol Keller; 3. Scot Slotter;
4. Randy Stefan; 5. Ashley Hatch (Suz).
125 NOV: 1. Marshall Miele; 2. Blake Minnig; 3. David Ziegler (Suz).
125 INT: 1. Dan McNutt.
125 PRO: 1. Richard Saxton.
125 NOV MOD: 1. David Ziegler (Suz).
250 BEG: 1. Sammy Joeckel (Kaw); 2. Brad Loveday (Hon);
3. Joe Amey (Hon); 4. Eddie Loomis (Hon); 5. Derrick Porter (Yam).
250 NOV: 1. Scott Morris; 2. Michael Bowen; 3. Ray Jewett.
250 INT: 1. Paul Hemsley (Suz); 2. Casey McKinney; 3. Don Parker; 4. Richard Anthony; 5. Gregg Cox (Suz).
250 PRO: 1. Kevin Bartlett.
500 PRO: 1. Richard Wilk (KTM).
OVER 25: 1. Richard Wilk (KTM).
VET: 1. Richard Anthony; 2. Ray Bellows; 3. Drake Smith;
4. Rusty Whipple; 5. Tom Hewlett.

Anderson grabs win at Canyon Raceway

By Karen Guthrie

PHOENIX, AZ, SEPT. 22

Mark Anderson topped the Vet Master class at Canyon Raceway at the fourth round of the CMC Arizona Copper State Classic.

After crashing in the first moto and watching Gary Chardez cruise to the win, Anderson came back in the second moto to fifth for the overall. Chardez led the moto, with Anderson and Dave Burns on his tail, but on the second lap of the eight lap moto, Dave Burns took the lead and Anderson took over second. Burns held off Anderson until midrace, when Anderson passed him over the tabletop to take the lead. Burns came back to challenge, but a crash in the lower loop put Burns in third and Chardez stepped into second to give Anderson problems. Chardez snatched the lead in a hairpin turn and seemed to have things well in hand when he fishtailed in a turn, giving Anderson just the edge he needed to take the lead once more. As they charged up the hill for the finish, Chardez gave it all he had in a last ditch effort, but the photo finish gave the win to Anderson.

J.J. Petchel led the 250cc Intermediate class, hounded by Justin McMurrich and Robert Carlin. Carlin crashed in the triples and Mike Paterno and David Pingree motored past. Petchel dealt with McMurrich, who dogged his every move. McMurrich soared past over the tabletop for the lead. Then it was Pingree at Petchel's back door. Pingree found his way around on the last lap, and headed for McMurrich. But time had run out, as McMurrich claimed the win.

In the second moto, it was Petchel and McMurrich at it again, with Pingree in third and hungry for more. Pingree put the pressure on McMurrich, hanging with him through the curves, looking for any opportunity to make his move. At midrace, Pingree made the pass and set after Petchel. Pingree was on the move, and by the sixth lap, Pingree found his line in the lower loop and shot into the lead to take the win, and first overall.

Lawrence Rinehart stole the holeshot in the 80cc Beginner class, with Nick Beaver, Brandon Frost and Will Smith following in tight formation. Rinehart missed the turn to take a ride through the desert, and the lead

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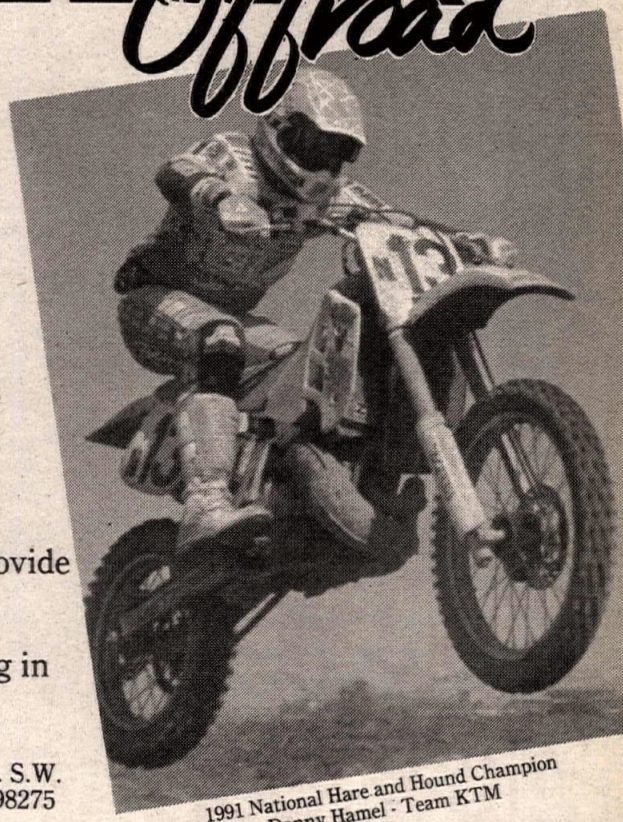
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LOCAL EVENTS



Billy Silverole chased Brian Carrol (43) around the Broome-Tioga Sports Center track.

went from Beaver to Frost with Raper trying to steal Smith's second. Raper crashed and Rinehart took over third. Frost and Smith took first and second, while Raper recovered for third.

In moto two, it was Smith with the lead with Frost and Raper close behind. Frost took the lead on the inside as Smith began to feel Beaver's presence. Smith was blocking hard to keep Beaver behind when Frost crashed hard, giving the lead back to Smith. On the last lap, Beaver flew by Smith over the doubles to snatch the lead and take the checkered.

Results

250 BEG: 1. Jeff Gates (Hon); 2. Monte Benson (Hon); 3. Luke Gray (Suz); 4. Tommy Maestas (Suz).
500 INT: 1. J.J. Petchel (Hon); 2. Doug Buckley (Hon); 3. Robert Carlin (Hon); 4. Steve Akers (Hon).
500 PRO: 1. Drey Dirks (Hon); 2. Terry Sims (Hon); 3. Scott Davis (Hon).
VET MSTR: 1. Mark Anderson (Hon); 2. Gary Chardez (Hon); 3. Dave Burns (Hon).
VET PRO: 1. Jonnie Deremo (Hon); 2. Bryan Hayes (Hon).
UTH JR: 1. Todd Smith (Hon); 2. Pat Eggman (Hon); 3. Paul Miller (Hon); 4. Ted McHugh (Suz).
UTH INT: 1. David Myres (Kaw); 2. Doug Goodman (Hon); 3. Timbo Richardson (Hon); 4. Bob Irvine (Hon).
VINT 125: 1. David Boydston; 2. Dewey McDewey; 3. Jocko Meyer.
VINT 1974: 1. Tim Curtis; 2. Roger Jensen (Hon); 3. Tom Rogers (Hus); 4. Joe Robert (Yam).
500 BEG: 1. Jeff Gates (Hon); 2. John Wensel (Hon); 3. Carl Schattel (Hon); 4. Bruce Hatin (Hon).
500 JR: 1. Jason Cobbs (Hon); 2. Adam Hoster (Hon); 3. Don Little (Hon); 4. Frank Kilogan (Hon).
VET JR: 1. Tim Barker (Hon); 2. Larry Jones (Hon); 3. Ken Beaver (Hon); 4. Robert Tirman (Suz).
OT: 1. John Turner (KTM); 2. Mike Ramsey (Hon).
80 BEG: 1. Will Smith (Yam); 2. Brandon Frost (Suz); 3. Nick Beaver (Hon); 4. Dayton Raper (Kaw).
125 JR: 1. Justin Stanning (Suz); 2. Mark Mychajlin (Suz); 3. Doug Hall (Hon); 4. Derek Geist (Hon).
125 INT: 1. David Pingree (Suz); 2. Tom Johnson (Yam); 3. Mike Paterno (Hon); 4. Justin McMurrich (Hon).
125 PRO: 1. Travis Hodges (Hon); 2. Drey Dirks (Hon); 3. Dan Bonham (Yam); 4. Kyle Killebrew (Hon).
60 9-11: 1. Nick Beaver (Hon); 2. Will Smith (Yam); 3. Cameron Christensen (Hon); 4. Bobby Sawyer (Hon).
80 JR: 1. Dylan Guthrie (Suz); 2. Clifford Campbell (Suz); 3. Matt Smith (Yam); 4. Bobby Pehm (Hon).
80 INT: 1. Jason Matthews (Suz).
80 PRO: 1. Jason Tice (Hon).
250 JR: 1. Blue Robinette (Yam); 2. Adam Hoster (Hon); 3. Robert Donelson (Suz); 4. Mark Mychajlin (Suz).
125 BEG: 1. Luke Gray (Suz); 2. T.A. Panaroski (Hon); 3. Michael McNeilly (Hon); 4. Tim Widener (Suz).
60 9-11: 1. Nick Beaver (Kaw); 2. Josh Moraine (Kaw).
P/W A: 1. Ricky Schaffner (Itj); 2. Blake Tirman (Yam); 3. Michael Blose (Yam); 4. Chad Lamber (Itj).
P/W B: 1. Jarrett Friend (Yam); 2. Chris Chevette (Yam); 3. Michael Beaver (Yam); 4. Buck Gully (Yam).
VINT BOOMER: 1. Teddy Mink (Yam); 2. Tom Rogers (Hus); 3. Joe Roberts (Yam); 4. Rick Henchcliff.
250 PRO: 1. Drey Dirks (Hon); 2. Travis Hodges (Hon); 3. Kyle Killebrew (Hon).
250 INT: 1. David Pingree (Suz); 2. Justin McMurrich (Hon); 3. J.J. Petchel (Hon); 4. Rick Devine (Hon).
VET 30 INT: 1. Dave Clayden (Hon); 2. Steve Akers (Kaw); 3. Rick Henchcliff (Hon); 4. Dan Young (Suz).

Wilbanks wins Sandhill Derby HS

By Roger Dowden

WALDEN, CO. SEPT. 15

Chris Wilbanks recovered from a last lap crash to win the 3rd Annual Sandhill Derby Hare Scrambles. The Sandhill Derby returned again this year after a three year absence. At the request of the Colorado State Department of Parks, the Denver Trail Riders revived this demanding event that encompasses a wide range of terrain. Riding conditions were nearly perfect thanks to a light rain that stopped just before race time.

Kevin Davis pulled the holeshot on the start across the sand dunes, and held the lead for three laps, until Wilbanks passed him. At that point, the two began a battle-royal, that lasted

for the next three laps. On the seventh lap, Wilbanks began to pull away, and had a one-minute lead by the beginning of the eighth and final lap. Davis, however, picked up the pace and was able to take advantage of an untimely crash by Wilbanks to regain the lead. The pair waged a spirited duel over the final six miles to the finish that found Wilbanks the victor by a few seconds.

The 250cc A riders swept the top four positions with Burton Vickery and Casey Colbert taking third and fourth overall, respectively.

Another 250cc rider, Clay Colchin, took home the overall B trophy despite riding his final 25 miles on a flat tire. Dan Daily screamed through the sand dunes to nail down second overall B.

Results

O/A A: 1. Chris Wilbanks (Hon).
O/A B: 1. Clay Colchin (KTM).
250 A: 1. Kevin Davis (KTM); 2. Burton Vickery (Yam); 3. Casey Colbert (Yam).
OPEN A: 1. Tim Wilbanks (Hon).
SR A: 1. Carl Westcamp (Kaw); 2. Roger Dowden (KTM).
250 B: 1. Dan Daily (Kaw); 2. Jim Boman (Yam); 3. Aaron Turner (Kaw).
OPEN B: 1. Rick Larson; 2. Ed Hockensmith (KTM); 3. Tom DeWolf.
SR B: 1. Charles Engle (Kaw); 2. Steve Randle (Kaw); 3. Jim Sheely (KTM).

Scott jumps to Broome-Tioga victory motocross

By Carla Nelson

LISLE CENTER, NY, SEPT. 21

Wayne Scott rode hard to win the Schoolboy and 250cc Amateur classes at the Suzuki East Coast Amateur Nationals, held at the Broome-Tioga Sports Center. The Suzuki/Dunlop/Coca-Cola/Wiseco/Gear/Sunstar/Tsubaki/Tony D MX School/Miller Beer/Boyesen/Dirt Shirts/Scott-sponsored event was held the day before the nation's fastest pros would attack the track. A track record of 710 riders were on hand to compete.

Scott's main competitor in the 250cc Amateur class was Damien Plotts. Plotts won the first moto with a comfortable lead over Scott. Scott had his rear brake pedal broken off in a rut, which hampered his riding. Plotts was leading moto two, but Scott charged by late in the moto for the win and the overall.

Eric Reilly and Keith Troccoli were in the Schoolboy class with Scott, and the crowd anticipated a three way battle for the win. However, Scott grabbed the holeshot and never looked back, while both Reilly and Troccoli were mired in traffic. Reilly advanced through the pack quicker than Troccoli, and earned a well deserved second in both races. Moto two was a repeat of the first, with Scott again out front the entire time.

Tim Lona and Matt Delorenzo swapped the lead early in moto one of the Open Expert class. Delorenzo, marking his return to racing after an injury, went down early in lap one. Bill Wallin took over the lead at that point, but by the end of lap one, Brian Carroll and Billy Silverole were past Lona and chasing Walling. On lap two Silverole passed Carroll and within a half a lap, he caught right up to Wallin. Carroll was just behind Silverole. With one lap left, the three were within one bike length of each other. Wallin barely held the lead. In his last chance to win, Silverole set up to double just before the finish line.

Wallin blocked his path and caused Silverole to single jump. This allowed Wallin to keep the lead, while Carroll finished just a fraction of a second behind the lead pair.

Carroll flew off the line in moto two, with Silverole close behind him. The two riders had a 10 second lead on Chad Fleck and Wallin after one lap. Carroll and Silverole rode close throughout the entire moto. At the finish line turn, Silverole was on the inside, but Carroll held the gas on for the win. Fleck was quite a way back in third. Moto one winner, Wallin, was fourth.

Results

50: 1. Derek Burlew; 2. Aaron Shepherd; 3. Mikey Silverole; 4. Troy Clark.
JR MINI 7-11 60: 1. Paul Bradley; 2. Ben McCarthy; 3. T.J. Gulla; 4. Shawn Murrey; 5. Terrance Osenbach.
JR MINI 7-11 80: 1. Paul Bradley; 2. Shawn Gulla; 3. Shawn Latorre; 4. Paul Carpenter; 5. Dan King.
MINI 12-15: 1. Ronnie Faisst; 2. Scott Rockwell; 3. Zegin Braun; 4. Shane O'Connor; 5. Antonio Magaro.
MINI NOV 9-15: 1. Nick Serbu; 2. Robert Neiss; 3. Kyle Waddington; 4. Michael Call; 5. Chris Leighton.
MINI OPEN 9-15: 1. Danny Salzer; 2. Mike Peat; 3. Ryan Amiro; 4. Casey Higgins; 5. Ronnie Faisst.
MINI 14-15: 1. Scott Giddu; 2. Danny Salzer; 3. Mike Peat; 4. Ryan Amiro; 5. Gary Collette.
SCHBY: 1. Wayne Scott; 2. Eric Reilly; 3. Keith Troccoli; 4. Aaron Trahan; 5. Jevon Ahner.
COLBY: 1. Lee Rostien; 2. Mike Keating; 3. Jason Steiner; 4. Freddie Longfellow; 5. Jeff Rugar.
PLUS 25 AM A: 1. Scott Rhinehart; 2. Rich Millon; 3. Murray Goff; 4. Dean Livernois; 5. Richard Elias.
PLUS 25 AM B: 1. Joe Brillo; 2. Chris Albanesus; 3. John Hosier; 4. Greg Stempel; 5. Charles Borg.
PLUS 25 EX: 1. Jarrett Newby; 2. Tim Weeks; 3. Stephen Shelly; 4. Paul Turner; 5. John Maurer.
SR AM A: 1. Greg Stempel; 2. Steven Reid; 3. James Cresswell; 4. Tom Stinson; 5. Terry Long.
SR AM B: 1. Chris Albanesus; 2. Jim Doran; 3. George Martin; 4. Paul Hanna; 5. Walter Johnson.
SR EX: 1. Jarrett Newby; 2. Tim Weeks; 3. Scott Stevens; 4. Cal Leinbach; 5. Bernie Kohler.
PLUS 40: 1. Bruce Dengler; 2. Erv Braun; 3. Bud Fee; 4. Alex Moroz; 5. George Denke.
125 NOV A: 1. Jevon Ahner; 2. Ryan Lewis; 3. Jason Flowers; 4. Ted Baumgart; 5. Chris Emm.
125 NOV B: 1. Scott Ghidui; 2. Jason Mavrides; 3. Rich Schevermann; 4. Mark Hartman; 5. Chris Reo.
125 AM A: 1. Jason Steiner; 2. Ryan Betz; 3. Rick Lewis; 4. Freddie Longfellow; 5. Daniel Geberth.
125 AM B: 1. Damien Plotts; 2. Ed Lyons; 3. Lee Rostien; 4. James Knapp; 5. Paul Rockwell.
125 EX: 1. Billy Silverole; 2. Eric Reilly; 3. Bill Wallin; 4. Zy Braun; 5. John Bakos.
250 AM A: 1. Wayne Scott; 2. Damien Plotts; 3. Jon Boser; 4. Rich Millon; 5. Nic Wallis.
250 AM B: 1. Tony Peregrin; 2. Rick Lewis; 3. Shawn Ward; 4. Pete Ferone; 5. John Carroll.
250/OPEN NOV A: 1. Richard Elias; 2. William Fix; 3. Anthony Rapone; 4. Ben Radtke; 5. Thomas Honzik.
250/OPEN NOV B: 1. Ryan Lewis; 2. John Hosier; 3. Murray Goff; 4. Ron Monette; 5. Jason Flowers.
250/OPEN AM: 1. Wayne Scott; 2. Jeff Schilling; 3. Joe Daher; 4. John Bezyowski; 5. Joseph Zorn.
250/OPEN EX: 1. Brian Carroll; 2. Billy Silverole; 3. Bill Wallin; 4. Chad Fleck; 5. Jr. Nadeau.
VINT/WDS: 1. Brad Ghidui; 2. Thad Cotter; 3. Kim Martin; 4. Aaron Patten; 5. Charles Mercurio.

Caplinger caps Collins HS

By Arlene Hejlek

COLLINS, MO, SEPT. 22

Chris Caplinger was the overall winner in the 12th round of the Missouri Hare Scrambles Series, hosted by the Brush Busters Motorcycle Club in Collins.

Caplinger was still kicking his bike while Rusty Reynaud was taking the lead exiting the first turn at the start of the two-hour event. A third of the way through the first, 13-mile loop, Caplinger caught the leaders and passed them in a field. Reynaud retook the lead when Caplinger ran into a pile of logs and he held it until the end of the first lap. Caplinger and Jerry Hemann stormed up to the scoring lanes right behind Reynaud and passed him when he took a bad line behind some trees. Hemann demolished his front fender in one of many attempts to pass Caplinger but was never successful. Donelson Cycles/ATK/Mr. Motorcycle/Kal-Gard/Sprocket Specialists/Mom & Dad-sponsored Caplinger held the lead for a total of four laps to take the overall win.

Third place runner Reynaud was suffering with a gastrointestinal problem and had to make a pit stop between the third and fourth laps, losing a position in the process. Steve Leivan dived with Tim Surdyke in the early going but had a couple minutes cushion by the time he took over third from Reynaud. Surdyke was just starting his bike after a gas stop when Reynaud pulled back onto the course ahead of him. Surdyke's bike wouldn't cooperate and Reynaud was long gone by the time Surdyke took off.

Intermediate class winner Keith Kibort was trying to hold off Kevin Borts for three laps but was able to cruise in for the win when Borts ran out of gas on the last lap. Terry Gilliland topped the Open class by eight minutes and finished fifth overall.

Tom Summers, the 250cc class winner, dived with Matt Faletti for four laps and nosed ahead as they came through the barrels together at the end.

Sid Turpin led the 200cc class for two and a half laps but got stuck on a rocky uphill and Dave Dillingham and Jeremy Heavens passed him. Dillingham went down on a hill as the three of them scrambled for the lead and then Turpin held it wide open across a field to pass Heavens and retake the lead and the win.

Steve Underwood was almost a minute down when his bike finally started at the beginning of the Four-Stroke class. He caught and passed the leader Geoff Monahan, who

was stuck on a hill, on the second lap. Though he had problems with his rear brake pedal sticking, Underwood stayed out front for the first-place trophy.

Results

O/A: 1. Chris Caplinger (ATK); 2. Jerry Hemann (Hbg); 3. Steve Leivan (Yam); 4. Rusty Reynaud (Yam); 5. Terry Gilliland (KTM).
EX: 1. Jerry Hemann (Hbg); 2. Steve Leivan (Yam); 3. Rusty Reynaud (Yam); 4. Tim Surdyke (Hbg); 5. Allen Haynes (Yam).
INT: 1. Keith Kibort (Kaw); 2. Kevin Borts (Kaw); 3. Jeff Wallendorf (KTM); 4. Vince Throckmorton (Hon).
OPEN: 1. Terry Gilliland (KTM); 2. Rodney Reed (Hon); 3. Mike Turpin (ATK); 4. Tim Gilliland (ATK); 5. John Isaacs (KTM).
250: 1. Tom Summers (Yam); 2. Matt Faletti (Kaw); 3. Steve Hemann (Yam); 4. John Newberry (Yam); 5. Dale Guiley (Yam).
200: 1. Sid Turpin (Kaw); 2. Jeremy Heavens (Kaw); 3. Dave Dillingham (Kaw); 4. Terry Wisecup (Kaw); 5. John Ardrey (Kaw).
125: 1. Shawn Taylor (Hon); 2. Matt Jamieson (KTM); 3. Richie Caviness (Kaw); 4. Doug Rees (Kaw); 5. Dave Ryan (Hon).
4-STRK: 1. Steve Underwood (Hbg); 2. Geoff Monahan (Hbg); 3. Kevin Boyle (Hon); 4. Jeff Lappe (Hon); 5. Cornell Porter (Hon).
SR: 1. Dave Altmann (Yam); 2. Rick Whelove (KTM); 3. Jim Ortbals (KTM); 4. John Gott (Yam); 5. John Berkmeier (Hus).
S/SR: 1. Mike Stanfield (KTM); 2. Paul Taylor (Hon); 3. Mike Edwards (Hbg); 4. Binney Adams (Kaw); 5. B. Brown (Kaw).
JR: 1. Brian Turpin (Hon); 2. Travis Pilant (Kaw).
TR: 1. M. Mersch (ATK); 2. N. Crawford (Yam); 3. P. Krieger (KTM); 4. A. Simmineau (Kaw); 5. J. Hufstедler (ATK).
VINT: 1. J. Linney (Yam).

Yamaha Gold Cup Endurance Series win to Team K&N

By Lawrence Patrick

HALLET, OK, SEPT. 21

Cool, overcast weather graced the start of the 150-mile Yamaha Gold Cup endurance race that saw K&N Racing's Phil and Sam McDonald run a record setting pace of two hours 46 seconds to log yet another victory by more than a one lap margin.

K&N Racing's Phil McDonald grabbed the holeshot into turn one followed by GT Racing's Jim Dominique, Team Excel's Robert Blevins, Team Gleam's Frank Jaworski and the rest of the 30-bike field. By lap 10, K&N Racing had pulled a 14-second advantage over Team Excel, with GT Racing holding a slight advantage over Team Superbikes' Marty Coyne and Suggs Racing's Mark Suggs. Hoame Lab's Dan Kierl and Motorcycle Doctor's Craig Silvers were engaged in a great battle for sixth, as the Team Gleam Honda developed a bad miss and fell off the pace.

By lap 30, K&N Racing had put third place GT Racing a lap down, and held a 32-second advantage over second place Team Excel, Team Gleam finally pitted to try to fix the miss, and Motorcycle Doctor and Hoame Lab continued to swap places.

At the halfway point K&N Racing continued to add to their lead over Team Excel, with Motorcycle Doctor's day coming to end as they pitted with transmission problems. K&N Racing pitted on lap 48, with Sam McDonald exiting the pits just ahead of Team Excel, who grabbed the lead on lap 50, then relinquished it on lap 51 as they pitted with Danny Dominguez taking over on the Team Excel Suzuki GSXR750.

On lap 65, Team Excel went a lap down to K&N Racing, followed by GT Racing, Team Superbike, Suggs Racing, Hoame Lab and Yamaha Of Oklahoma. GT Racing's Steve Haesemyer slid down in turn 11 on lap 74, forcing them to pit to straighten the shift lever. Dominique re-entered the race in fifth. Team Superbike took over third until lap 78, when they coasted to a stop with a broken chain.

K&N Racing took the checkered flag, followed by Team Excel, Suggs Racing and GT Racing. Second place GTU was Hoame Lab, followed by Yamaha Of Oklahoma.

Results

GTO: 1. Team Excel; 2. Suggs Racing; 3. GT Racing; 4. Team Superbike; 5. Motorcycle Doctor.
GTU: 1. K&N Racing; 2. Hoame Lab; 3. Yamaha Of Oklahoma; 4. Team Smoke; 5. RU Racing.
SPTSMN: 1. Harvey Racing; 2. Scubar 2; 3. Crazy Bout Racing; 4. Canda Racing; 5. Team Gleam 2.

Pelton doubles at Carlsbad ST

By Greg Booth

CARLSBAD, CA, SEPT. 14

Dave Pelton took home the gold in two classes by capturing wins in the 250cc Expert and Open Junior main events, at Carlsbad Short Track.

Although Pelton won the first Open Junior heat, he was upset in the second by George Snodgrass and Thaddeus Tollstrup, who relegated Pelton to a third place finish. When the main event flag dropped, Snodgrass grabbed the holeshot but was quickly passed by Pelton on the second lap. Pelton cruised to an easy victory. While Snodgrass ran second, Brian Maxwell battled with Peter Mayforth for third, but a hard-charging Tollstrup was riding the ragged edge and

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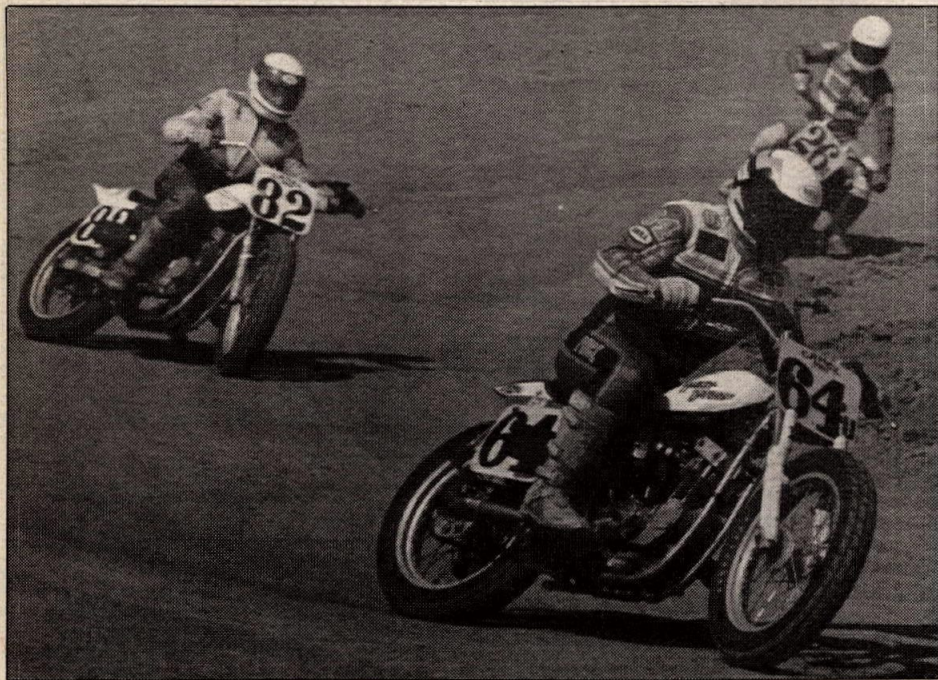
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3. Frequency of Issue WEEKLY EXCEPT NEW YEAR'S & CHRISTMAS		3A. No. of Issues Published Annually 50		3B. Annual Subscription Price \$50.00	
4. Complete Mailing Address of Known Office of Publication (Street, City, County, State and ZIP+4 Code) (Not printers) 2201 Cherry Avenue, Long Beach, California 90806					
5. Complete Mailing Address of the Headquarters of General Business Offices of the Publisher (Not printer) 2201 Cherry Avenue, Long Beach, California 90806					
6. Full Names and Complete Mailing Address of Publisher, Editor, and Managing Editor (This item MUST NOT be blank)					
Publisher (Name and Complete Mailing Address) Michael D. Klinger --- 2201 Cherry Avenue, Long Beach, California 90806					
Editor (Name and Complete Mailing Address) Jack Mangus ----- 2201 Cherry Avenue, Long Beach, California 90806					
Managing Editor (Name and Complete Mailing Address) Same					
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(1) ☐ Has Not Changed During Preceding 12 Months		(2) ☐ Has Changed During Preceding 12 Months		(If changed, publisher must submit explanation of change with this statement.)	
10. Extent and Nature of Circulation (See instructions on reverse side)		Average No. Copies Each Issue During Preceding 12 Months		Actual No. Copies of Single Issue Published Nearest to Filing Date	
A. Total No. Copies (Net Press Run)		40,381		38,718	
B. Paid and/or Requested Circulation		6,814		11,068	
1. Sales through dealers and carriers, street vendors and counter sales					
2. Mail Subscription (Paid and/or requested)		25,955		25,088	
C. Total Paid and/or Requested Circulation (Sum of 10B1 and 10B2)		32,769		36,156	
D. Free Distribution by Mail, Carrier or Other Means (Samples, Complimentary, and Other Free Copies)		1,119		942	
E. Total Distribution (Sum of C and D)		33,888		37,098	
F. Copies Not Distributed		2,301		1,620	
1. Office use, left over, unaccounted for, spoiled after printing					
2. Return from News Agents		4,192		-0-	
G. TOTAL (Sum of E, F, and 2—should equal net press run shown in A)		40,381		38,718	
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LOCAL EVENTS



Trail-Way Short Track saw Georgie Price (64U) sweep two classes.

(L to R) Jess Ochoa, Bart Bast and John Houston celebrate at Auburn Speedway.



passed both Maxwell and Mayforth to take third place.

In the 250cc Expert class, Pelton went undefeated, but not without some stiff opposition from John Dupree. Dupree led Pelton for several laps before Pelton was able to pass for the win. Pelton snagged the main event holeshot, with Dupree right on his heels. Tom Clark entered the fracas, and gave Pelton a run for his money right to the checkered flag. Clark passed Dupree between turns three and four, when Dupree went high trying to stuff Pelton. Clark held on to finish second.

The 250cc Junior main event was topped by first-time winner, Dave Rust. Four crashes and four restarts saw many riders taking advantage of the close realignment. Brent Bemis finished second, but what's remarkable, is that Bemis is a right-hand amputee who attaches his right arm to his handlebar with Velcro and operates his clutch and throttle on the left side.

Results

OPEN EX: 1. Loren Bjorkman (Yam); 2. Jim Kesler (H-D); 3. Rick Schroeder (Yam).
OPEN JR: 1. Dave Pelton (Hon); 2. George Snodgrass (Yam); 3. Thaddeus Tollstrup (Yam).
250 JR: 1. Dave Rust (Yam); 2. Brent Bemis (Yam); 3. Bob Suhjda (Yam).
250 EX: 1. Dave Pelton (Kaw); 2. Tom Clark (Yam); 3. John Dupree (Hon).
VET: 1. Dennis Voll (Yam); 2. Rick Schroeder (Yam); 3. Mark Aragon (C-A).

Forro flies to Michigan TT victory

By Grace DiBenedetto

MIDLAND, MI, SEPT. 22

Mike Forro scored the win in the 65cc class at the Michigan State Amateur TT Championships, held at Polka Dots Motorcycle Clubgrounds.

Forro had his work cut out for him, as he had to lose defending 65cc Champion B.J. Leach. After taking the lead in turn two, Forro found Leach wasn't letting go of the title so easy. Leach was all over Forro in the right-hander, reclaiming control in the hairpin, but the next time around the hairpin, Leach went down. Forro and Brice Edmonds had enough

time to get by before Leach was able to swing a leg back over and get back in the race, repositioning himself in third place. Leach began closing the hole, and was taking advantage of the long back straightaway to pick up speed when he went into a wild tank-slapper that sent him flying over his handlebars into the infield.

With Leach out of the race and two laps to go, Forro had the win in his pocket.

A mechanical malfunction cost Paul Kops the Open A title when he made an unscheduled pit stop on lap two to reattach his chain. By the time Kops got back into the race, Lyle Barber was well on his way to a victory. Kops wasn't going to let another title slip through his grip, though, and went after Tracy Chaffee's lead with a vengeance in the 250cc A class. After Kops displaced his brother, Kip, out of the second place position, he made a straight line for Chaffee's advantage and took the point in lap eight. Kops held the lead until he crossed the finish line with his front wheel.

Mike Babka grabbed the lead on lap five of the Veteran class final, after getting away almost dead last from a back row start. Babka took over for Scott Jensen in the S-curve. Jensen came knocking on Babka's rear door several times during the next six laps, but Babka met the checkered flag first at the end of lap 12.

Results

50: 1. Justin Humphries (Yam); 2. Brent Nelson (Puc).
65: 1. Mike Forro (Kaw); 2. Brice Edmonds (Kaw); 3. Steve Stordahl (Kaw); 4. Brett Pankey (Kaw); 5. Billy Humphries (Kaw).
85: 1. Bryan Bigelow (Kaw); 2. Daniel Kauffman (Kaw); 3. Chris Stordahl (Kaw); 4. Brice Edmonds (Kaw); 5. Jerry Smith (Yam).
200: 1. Jason Wilke (Hon); 2. Bryan Bigelow (Yam); 3. Jason Stordahl (Kaw); 4. Jarimia Becker (Kaw); 5. Doug Billot (Hon).
TW: 1. Merlyn Wertz (Tri); 2. William Wertz (Tri); 3. Don Bannerman (Tri); 4. Harry Bosley (Yam).
250 B: 1. Kirk Sutliff (Hon); 2. Chad Davis (Suz); 3. Mike Carriere (Yam); 4. Adam Mitchell (Yam); 5. Brian Van Wert (Suz).
250 A: 1. Paul Kops (Suz); 2. Tracy Chaffee (Suz); 3. Kip Kops (Kaw); 4. Scott Jensen (Suz); 5. Joe McCormick (Yam).
OPEN A: 1. Lyle Barber (Kaw); 2. Kirk Bannerman (Rtx); 3. William Russell (Hon); 4. Kip Kops (Hon); 5. Paul Kops (Suz).
OPEN B: 1. Jim Gibson (Hon); 2. Wade Roberts (Yam); 3. Matt Schoonover (H-D); 4. Larry Sholtey (Rtx); 5. Jeff Stevens (Yam).

VET 80-99: 1. Mike Babka (Yam); 2. Scott Jensen (Suz); 3. Mike Belliel (Hon); 4. Kirk Sutliff (Hon); 5. Butch Walters (Hon).
SR 40+: 1. Gene O'Boyle (Hon); 2. Glen O'Boyle (Hon); 3. Rocky Watson (Hon); 4. John Carney (ATK); 5. Mike Fink (Hon).
PRO-AM: 1. Rodney Mashue (Hon); 2. Pat Buchanan (H-D); 3. Brian Miller (Yam); 4. Jack Mayer Jr. (W-R); 5. Paul Kops (W-R).

Price picks up a pair at Trail-Way Short Track

By Len Breech

HANOVER, PA, SEPT. 22

Georgie Price made an appearance at Trail-Way Speedway, and topped his uncle, Bob Sweeten, to score wins in the 600cc Pro and 750cc A classes aboard his D&S Cycles/Dorsey Builders-sponsored machines.

In the 750cc class, Price took the lead from Max George at the end of the opening lap, with Clarence Bull, Mike Varnes and Bob Sweeten closely bunched behind. Sweeten took over second as they came off the second turn on lap three, with Varnes moving up to challenge Sweeten in the mid-laps for second. Varnes took over second on the final lap, but Price was long gone.

The 600cc Pro class was much harder for Price, as Sweeten held the early lead ahead of Eric George and Mike Klopp. By the third lap, Price had worked his way up to second and took the lead about the fifth lap, just before Sweeten dropped out. In the last laps, Mike Varnes had worked his way up to challenge Price for the lead, but to no avail.

In the Senior class, Sweeten jumped out in front of Jim Chapman and Bob Babcock and pulled away. Babcock battled the entire distance for second, but couldn't get his machine to hook up and finished a length or two behind Chapman.

Chuck Buchanan led Kevin Varnes, Gary Clark, Mike Hacker and Mike Varnes off the second turn at the start of the 250cc A final, but Kevin Varnes stole the lead in the fourth turn. As Kevin pulled away to a 20-yard margin, Clark started to go backwards, as first Hacker and then Mike Varnes got by him. On the last lap, Mike Varnes slipped by Hacker for the third spot.

After two laps in the 600cc A final, Chuck Buchanan worked to the front in front of Jim Haas, Mike Hacker and Dallas Baer. While Buchanan pulled out a little cushion, Baer and Hacker battled over second that Hacker took on the fourth lap for good.

Mike Lynch put his Honda out in front of both the 200 and 250cc B finals and flat disappeared, winning both by almost half a lap. While not much was happening behind him in the 250cc final, a good battle over second took place in the 200cc C class, as Mike McKee held a close second over John Winsett, until Winsett took second on the third lap. McKee stayed close, but couldn't get by Winsett.

Results

250 A: 1. Kevin Varnes (Yam); 2. Chuck Buchanan (Suz); 3. Mike Varnes (Yam); 4. Mike Hacker (Hon); 5. Todd Winsett (Mai).
55: 1. Billy Stillwell (Yam); 2. Jimmy Owens (Yam); 3. Will Russell (Hon); 4. Justin Imbody (Yam); 5. Corey Hornes (Yam).
600 A: 1. Chuck Buchanan (Rtx); 2. Mike Hacker (Rtx); 3. Dallas Baer (Rtx); 4. Eddie Hidden (H-D); 5. Gary Foard (Rtx).
200: 1. Paul Lynch (Hon); 2. John Winsett (Yam); 3. Mike McKee (Kaw); 4. Tom Anania (Hon).
750 A: 1. Georgie Price (H-D); 2. Mike Varnes (H-D); 3. Bob Sweeten (H-D); 4. Clarence Bull (Yam); 5. Max George (H-D).
85: 1. Mike McKee (Kaw); 2. John Winsett (Suz); 3. Ricky Winsett (Suz); 4. Tom Skethway (Hon); 5. Brandon Bills (Yam).
600 PRO: 1. Georgie Price (H-D); 2. Mike Varnes (H-D); 3. Mike Klopp (Rtx); 4. Harold Dorsey (Rtx); 5. Jim Hollister (Rtx).
SR: 1. Bob Sweeten (H-D); 2. Jim Chapman (H-D); 3. Bob Babcock (H-D); 4. John Winsett (Yam); 5. Joe Heberling (Yam).
250 B: 1. Paul Lynch (Hon); 2. Don Johnson (Yam); 3. Brett Johnson (Yam); 4. Tom Anania (Hon); 5. Jason Lheureux (Yam).
600 B: 1. Jack Franklin (Hon); 2. Shawn Rothstein (Hon); 3. Jody Yerrick (Yam); 4. Jeff Sassaman (Hon); 5. William Griffith (Yam).
65: 1. Benjamin Miller (Yam); 2. Will Russell (Hon).

Bast crowned Auburn Speedway champ

By R.C. Jones

AUBURN, CA, SEPT. 20

Northern California Champion Bart Bast tallied a perfect score of 15 points to win the Miller Genuine Draft Auburn Speedway Track Championship.

Bast, aboard his K.M. Concrete/Peterich/Arai-sponsored Weslake, blasted to his five straight wins with the home crowd behind him. Every time Bast lined up, the chant of "Bart, Bart" would start and Bast would reply with a win. At intermission Bast picked up his new K.M. Concrete Weslake for being number one, complete with training wheels, basket, fuzzy dice, and a Pee Wee Herman horn.

After two rounds it was clear that Bast was the man to beat as only he and Darrell Busby were two-heat winners. Round three saw Busby shut out, leaving Bast in the driver's

seat. Ochoa bounced back from a fourth-place finish in the first round to win three straight before finishing second to Bast in the final round and third place overall. Houston won his first heat then dropped a couple of points with two second-place finishes before winning the last two heats on his way to his second place finish.

The Division Three Championship was easily won by Simon Cacy followed by Tom Castnagola. Cacy took the lead at the first corner and never looked back as Castnagola ran a steady pace to follow in second.

After one restart, the Division Two Championship was won by Dave Huntoon. Huntoon and Glenn Moore tangled at the turn on the first start when Rick Swalley was leading. On the restart, Huntoon blasted into the lead as Swalley's bike misfired and then held off a charge by Moore. On the last lap, Moore's bike quit, leaving Marty Matthews the runner-up with Swalley third.

Results

POINTS: 1. Bart Bast (Wes) 15 pts; 2. John Houston (Jaw) 13; 3. Jess Ochoa (Jaw) 11; 4. Dustin Schroeder (Wes) 10.
D-2: 1. Simon Cacy (Jaw); 2. Tom Castnagola (Jaw).
D-3: 1. Dave Huntoon (Wes); 2. Marty Matthews (Wes); 3. Rick Swalley (Jaw); 4. Glenn Moore (Jaw).

Hook slides to Montgomery Short Track win

By Jack Hanson

MONTGOMERY, MN, SEPT. 21

Peter Hook paid a visit to the Montgomery Speedway and scored a decisive win in the Open Pro main event on the fifth-mile dirt oval.

Hook settled for second place in his heat race after a hectic battle for that position with Mike Hoh. Hook finally managed to put his Honda ahead of Hoh's Wood-Rotax on lap four, but it was too late to catch Randy Triplett at the flag. The finishing order was Triplett, Hook, Hoh, Verdeen Langland and Mike Terho.

The second heat started out with a battle between Bill Hofmeister and Eric Brouhard. On lap four Steve Kasten managed to split the pair, and the finishing order was Hofmeister, Kasten, Brouhard and Dan Little.

The main event had Triplett, Hofmeister, Hook, Kasten and Brouhard on the first row and Langland, Terho, Little and Smith on the second. On the opening lap, Langland crashed out of contention while trying to improve his position. Hoh got off to his usual good start, followed by Hofmeister, Hook, Triplett and Kasten. On lap four, Hook worked around Hofmeister and closed on Hoh. On the next lap, Hook sprang by Hoh and Kasten passed Triplett and Hofmeister. At the finish it was Hook, Hoh, Kasten, Hofmeister and Triplett.

Results

OPEN PRO: 1. Peter Hook (Hon); 2. Mike Hoh (Rtx); 3. Steve Kasten (Rtx); 4. Bill Hofmeister (Rtx); 5. Randy Triplett (Rtx).
600 MSTR: 1. Eric Brouhard (Rtx); 2. Tim Gregory (Hon); 3. Dave Peterson (Hon); 4. Joe Blackwell (Yam).
250-DTX-MX: 1. Norb Gregory (Hon); 2. Troy Brisbin (Hon); 3. Tim Gregory (Hon); 4. Elizabeth Kantor (Yam); 5. Rob Redmann (Kaw).
NOV: 1. Bruce Schiller (Suz); 2. Kevin Van Alstine (Kaw); 3. Rob Redmann (Kaw); 4. Michael Cardell (Kaw); 5. Kevin Larson (Suz).

Painter grabs OCA MX gold

By Dale Bohm

OGDEN, UT, SEPT. 21

Plaza Cycle's Marlo Painter scored the 125cc Expert class win at OCA Raceway. Painter, riding as a Pro-Am rider, swept both motos, besting Corky Maughan and Chance Maughan.

Painter won the first moto over Corky and Chance Maughan. In second moto action, Painter holeshot and never looked back. Jason Barber and Corky Maughan followed in hot pursuit. Chance Maughan was on the gas, and moved by both Corky and Barber for second. Painter cruised out front, while Corky and Chance battled for second. Corky dove on the inside of the triples and passed Chance in mid-air, while Greg Lones and Barber maintained fourth and fifth, respectively. The finishing order read: Painter, Corky Maughan, Chance Maughan, Lones and Barber.

In 250cc Expert action, Brad Frampton grabbed the first moto win over Corky Maughan, Chad Wallwork, Brad Bolton and Chance Maughan.

Marlo Painter was the star of the second moto, as he stole the holeshot and won going away. Aaron Painter, Bolton, Wallwork and Frampton followed in hot pursuit. Frampton was on the gas, blowing by Wallwork and Bolton. Aaron Painter was his next target, and he dropped him to third. Painter was long gone when Frampton moved into second, winning the moto over Frampton, Bolton, Aaron Painter and Chance Maughan.

In the 80cc Expert class, Diel won the first moto over Kipp Posey and Brad Ballard. Headman lost his footpeg in the first moto, but came back strong to win the second race.

Diel used (1-2) finishes to win over Posey and Ballard.

Results

50 MOD: 1. Kevin Lundell; 2. John Veagle.
50 STK: 1. Jimmy Nelson; 2. Brandon Paice; 3. Brock Aldridge.
60 A: 1. Bart Abbott.
60 B: 1. Adam Miner; 2. Josh Mayer; 3. Brandon Centini.
80 NOV 7-11: 1. Doug Roberts; 2. Brandon Centini; 3. Jon Diel.
80 NOV 12-16: 1. Jason Lords; 2. Brian Lundell; 3. Jason Chavez.
80 EX: 1. Jeremy Diel; 2. Dustin Headman; 3. Kipp Posey.
80 AM: 1. Ryker Smith; 2. Jacob Clark; 3. David Anderson.
125 NOV A: 1. Jim Krandonck; 2. Chris Young; 3. John Gardner.
125 NOV B: 1. Kipp Posey; 2. Bryan Walker; 3. Todd Lundell.
125 AM: 1. Russ Anderson; 2. Shawn Chavez; 3. Nelson Lucero.
125 EX PRO-AM: 1. Marlo Painter; 2. Corky Maughan; 3. Chance Maughan.
250 NOV A: 1. Bryan Walker; 2. Don Simmons; 3. Steve Bindrup.
250 NOV B: 1. Alex Logren; 2. Lamar Rasmussen; 3. Brian Richards.
250 AM: 1. Robert Taft; 2. Cole Wallwork; 3. Bill Phelps.
250 EX PRO-AM: 1. Brad Frampton; 2. Brad Bolton; 3. Marlo Painter.
OPEN NOV: 1. Denny Daniels; 2. Neil Horton; 3. Robin Mazingo.
OPEN AM: 1. Robert Taft.
OPEN EX: 1. Scott Nielson.
OVER 30 AM: 1. Gary Neff.
OVER 30 NOV: 1. Doug Slade; 2. Robert Loader; 3. Jeremy Martin.
OVER 30 EX: 1. Randy Yates.
OVER 25 NOV: 1. Craig Slama; 2. Niels Bigler; 3. Brock Judd.
OVER 25 EX: 1. Scott Nielson; 2. Tracy Hill; 3. Sam Taylor.
OVER 25 AM: 1. Steve Lundgreen; 2. Scott Hansen.

Summers sizzles at Mid-South HS

By Barry Riggsbee

CENTERVILLE, TN, SEPT. 15

Scott Summers rode to a convincing win at the first round of the Mid-South Winter Hare Scrambles Series. Dusty conditions and temperatures in the Mid-90s made for a tough two-hour event, sponsored by Don Thava Factory Works.

Former National Enduro Champion Terry Cunningham, had a five second lead over the American Honda/Hondaline/Oakley/PJ1/Bridgestone/White Brothers/Sprocket Specialists/Tsubaki/Camelback/Fredette Racing/Maier/CTi/Bloomington Honda/Arai/Power Mist-backed Summers through the grass track on lap one. Cunningham maintained the front position until lap three, where Summers snuck by on an uphill that became littered with lapped riders. From that point on, Summers thumped his way to an uncontested win. Following Summers home with an impressive ride from last at the start, to second, was Chris Caplinger. Kerry Wisdom, Jason Sides and Bryan Adams rounded out the top five.

Scott Martin topped the Open A class aboard an ATK 406. In the past several years, the Open A and 250cc A classes were combined. Shad Ricketts won the newly formed 250cc A class and Chad Froman scored the 200cc A class win. Ronnie Hackett and Jerry Castleman won the Senior B and 200cc B classes, respectively.

Results

O/A: 1. Scott Summers (Hon); 2. Chris Caplinger (ATK); 3. Kerry Wisdom (KTM); 4. Jason Sides (Hon); 5. Bryan Adams (KTM).
OPEN A: 1. Scott Martin (ATK); 2. Roger Mayes (ATK); 3. Jared Green (KTM); 4. Mark Hosback (Yam); 5. Jack Bailey (Hon).
250 A: 1. Shad Ricketts (Kaw); 2. Neal Raggett (Kaw); 3. Jason Moody (Suz); 4. Wade Perry (Suz); 5. Robert Patterson (Hon).
200 A: 1. Chad Froman (KTM); 2. Dan Hammock (Kaw); 3. Andy Sheffield (Kaw); 4. Kevin Brandon (Kaw); 5. Gene Thurman (Yam).
SR A: 1. Tom Sullivan (Suz); 2. Gary Merrill (Suz).
VET A: 1. Ricky Miller (Yam); 2. Charlie Gilbert (KTM); 3. Gary Copeland (KTM); 4. Ken Joyce (Yam); 5. Terry Cooper (Kaw).
OPEN B: 1. Mark Jennette (Hon); 2. Russ Stanley (KTM); 3. Chip Sternberg (Hon); 4. Eldridge Stenfield (KTM); 5. Dale Skipper (KTM).
250 B: 1. Billy Williams (Hon); 2. Cody Maxwell (Kaw); 3. Rick Sims (ATK); 4. Gary Horton (Kaw); 5. Mike Anthony (Kaw).
200 B: 1. Jerry Castleman (Kaw); 2. Steve Gordon (Kaw); 3. Tim Cothron (Kaw); 4. John Gordon (Kaw); 5. Rick White (Kaw).
125 B: 1. William Short (Hon); 2. Ronnie Ladd (Kaw); 3. William Bennett (Hon); 4. Clint Robinson (Yam); 5. Heath Scott (Hon).
SR B: 1. Ronnie Hackett (Suz); 2. Pat Freiburger (Hon); 3. Chuck Rhoten (Hon); 4. George Bailey (Hon); 5. Vergle Young (Hon).
VET B: 1. Terry Denny (Suz); 2. Tom Krag (Hon); 3. Billy Hall (Yam); 4. Bryon Cannon (Kaw); 5. Rick Shell (Yam).
H/TR: 1. Mike Stinson (Yam); 2. Chad Craig (Hon); 3. Phil Cothron (KTM); 4. Danny Levett (Hon); 5. Tim Ector (Yam).
L/TR: 1. Rick Doores (Kaw); 2. Stephen Farr (Yam); 3. Paul Wright (Kaw); 4. Alvin Doggett (Kaw); 5. Austin Wade (Hon).
WMN: 1. Sara Arnold (Hon); 2. Lisa Mayes (Kaw).
S/SR: 1. Robert Caplinger (ATK); 2. Emmett Cox (Suz); 3. Charles Gulbraith (Hus); 4. Janson Dukes (Kaw); 5. John Gordon (Hon).
4-STRK: 1. Tim Haggard (Hon); 2. Brian Dickens (Hon); 3. Rob Stevens (Hon); 4. Bobby Sanders (Hon); 5. Gregg Price (Hon).

Lukrofka tops LACR Motocross

By Greg Robertson

PALMDALE, CA, SEPT. 15

Kirk Lukrofka piloted his Honda to perfect 1-1 finishes to take home the overall win in the Over The Hill Gang class at the sandy L.A. County Raceway track.

Tim McCue jumped out with the holeshot in the first moto, with Jim Swindells,

Lukrofka and Steve Basmajian in tow. Lukrofka wasted no time and led by the end of lap one. McCue did his best impression of a mobile human road block as Rasmajian, Swindells and Rob Rudder tried to find a way around. Ruder and Rasmajian slipped past McCue on the fourth lap, and set out after Lukrofka. Hard riding paid off for Rudder, as he closed to within five feet of Lukrofka at the checked flag. Mark Davis was flying the entire moto after a 10th place start, and passed Rasmajian on the last lap for third place.

Nile Mathews roosted his ATK to the front of the pack in moto two. Mathews' moto went from great, to disaster, as he stalled the big thumper on the first lap and went on to record a DNF. McCue inherited the lead, but it only lasted a lap as Lukrofka drove around him and pulled away for the moto and overall win. Davis was again working up from a poor start, and overtook McCue on the sixth lap for second, but Lukrofka was long gone by then. Davis came home second overall, over Rudder, who could only manage a sixth in the second moto.

Randy Anderson used a two-moto sweep to earn the first place trophy in the Expert class over the challenges of Alan Nichols and first time expert John Churilla.

Mark Ensign and Dave Breno dived in both motos, well ahead of the rest of the pack of novices. Ensign took the overall by virtue of his second moto win. Randy Bruce was just off the leaders' pace, but was fast enough to hold off Carlos Marin and Bill Schultz to claim the third place trophy.

Results

Kirk Lukrofka (Hon); 2. Mark Davis (Hon); 3. Rob Ruder (Yam); 4. Bob Breach (Yam); 5. Tim McCue (Suz).
NOV: 1. Mark Ensign (Yam); 2. Dave Breno (Suz); 3. Randy Bruce (Yam); 4. Carlos Marin (Kaw); 5. Bill Schultz (Kaw).
INT: 1. Greg Robertson (Yam); 2. Lynn Barnes (Yam); 3. Don Ryan (Yam); 4. Carl Powell (Kaw); 5. Gregg Humber (Hon).
EX: 1. Randy Anderson (Yam); 2. Alan Nichols (Hon); 3. John Churilla (Yam); 4. Joseph Suebert (ATK); 5. Walt Olson (Hon).
PRO: 1. Steve Rawson (Yam).

Webb hops to Lone Ranger Trial victory

By Kelly Callan

BIG BEAR, CA, SEPT. 15

Kip Webb scored the Championship class win at the Lone Ranger Trial, held at Cactus Flats in the San Bernardino National Forest. Webb competed aboard a new Fantic K-Roo.

Webb, North American Trials Council National number seven, began the last loop on his Miller's Motorcycle-sponsored K-Roo tied with Paul Webster, also mounted on a Fantic. Webb turned it on and bested Webster, 6-8, on the last lap to ride home with the victory.

Webster's finish ahead of American Trials Association number one rider, Tom Hamann, broke Hamann's streak of beating all ATA riders in the '90s. Although Hamann finished third, two points behind Webster, he totalled more cleans than either Webb or Webster.

The closest battle of the day was between Senior Intermediate Don Williams and Larry Varnell. Williams, a member of the event-sponsoring Plonkers Trials Club, grabbed a single point lead over Varnell after the first loop with three riders bunched two points behind Varnell.

Williams surprised everyone by adding another point to his lead on the next lap, to lead Varnell, 17-19. Varnell saved his best loop for last, and tied the Aprilia-mounted Williams on the final go-round. When the cleans were tallied, Williams was declared the winner after totalling 17 perfect rides to 15 for Varnell.

The father and son team of John and Jim Collins took wins in the Intermediate and Super Senior Novice classes, respectively. Jim tied Williams for the best score in the Intermediate division.

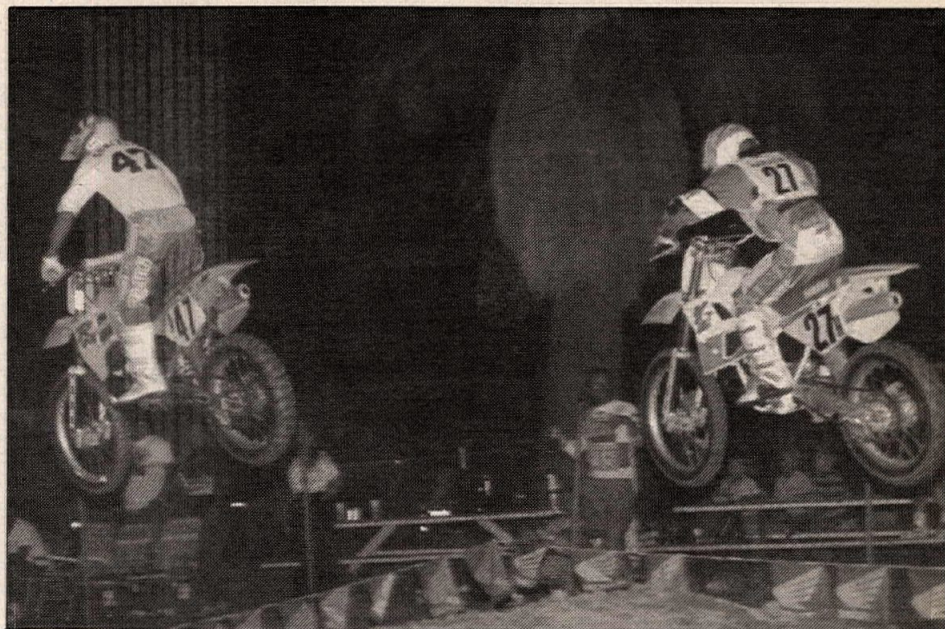
The low overall Novice score was turned in by Veteran Novice Bob Miller of Miller's Motorcycles. Bob rode consistently, sandwiching a 10-point loop between a pair of three-point laps, but still secured the overall.

Women's Motocross Champion, Mercedes Gonzalez rode in the Novice class in her first-ever trial. After a short introductory ride, she finished a 125cc Gas-Gas to a third place finish behind winner Lee Holth and another Gas-Gas mounted competitor, Carlos Negrete.

On the Sportsman level, Senior Peter Croft has the best overall score, and Guy Smith turned in the low loop among all Sportsman with an eight-clean, two-point closing lap to ensure his victory over fellow San Diego Trial Rider Thomas Engelhardt.

Results

C'SHIP: 1. Kip Webb (Fan); 2. Paul Webster (Fan); 3. Tom Hamann (Bet); 4. Rick Daffern (Fan).
SPTSMM: 1. Guy Smith (Bet); 2. Thomas Engelhardt (Bet); 3. David Ice (Fan); 4. Jared Malmquist (Apr); 5. Robert Madden (Bet).
SR SPTSMM: 1. Peter Croft (Yam); 2. Ken Graham (Apr); 3. Duane Feland Jr. (Mer); 4. Clive Hannon (Fan); 5. Gary Conrad (Bet).
S/SR SPTSMM: 1. Art Webster (Bet).
INT: 1. Jim Collins (Bet); 2. (Tie) Ted Feland (Fan)/J.O. Miller (Yam); 4. Jim Rogers (Bet).



Gary Harada (27H) and Robert Gonzalez (47) sail over a Perris Raceway jump.

SR INT: 1. Don Williams (Apr); 2. Larry Varnell (Yam); 3. Rick Jenkins (Bul); 4. Joe Slaughter (Bet); 5. Roger Guard (Bet).
NOV: 1. Lee Holth (Yam); 2. Carlos Negrete (G-G); 3. Mercedes Gonzalez (G-G); 4. Kevin Reynolds (G-G); 5. Mikeal Mathis (Bet).
SR NOV: 1. Jerry Peasnell (Fan); 2. Mike Rieser (Fan); 3. Kurt Roll (Apr); 4. Ian Griffin (Fan); 5. Mark Gravitt (Fan).
S/SR NOV: 1. John Collins (Bet); 2. Tom Blake (Bet); 3. Doug Stephens (Yam); 4. Steve Beck (Fan); 5. John Haney (Bet).
VET NOV: 1. Bob Miller (Fan); 2. Dave Stanley (Fan); 3. Bob Grove (Mer); 4. Ron Dozier (Itj).
VINT NOV: 1. Pat Fox (Yam).
BEG: 1. Ben Capetillo (Fan); 2. Steve Hulse (Fan); 3. Steve Dozier (Suz); 4. Steven Varnell (Yam); 5. Kelly Callan (Fan).
SR BEG: 1. Allan Ralls (Yam); 2. George Poe (Mon); 3. Bill Burrows (Fan); 4. Russ Engelhardt (Yam); 5. Pat Williams (Yam).
S/SR BEG: 1. John Thompson (Fan); 2. Dennis Reamer (Cag).
VET BEG: 1. David Baker (Kaw); 2. Al Mourian (Yam); 3. Buck Hewson (Yam).

Lilly prevails at Perris Night MX

By Tony Alessi

PERRIS, CA, SEPT. 21

Robert Lilly endured a set of intense motos to score the 125cc Beginner division one victory during the GFI "Win a Truck" Night Series held at Perris Raceway.

Lilly landed the holeshot at the start of the first moto, followed by Bill Reimer and Ryan Banford. Lilly and Reimer were quick to leave the pack behind and began a private battle for the lead that lasted the duration of the moto. David Hughes moved up from a poor start to pressure Banford for third. As the race neared the final laps, Lilly and Reimer closed on a pack of lapped riders. Lilly made a poor choice and became trapped behind the backmarkers, allowing Reimer to sweep wide and slingshot to the lead. Lilly eventually passed the group of lappers but Reimer maintained the lead for the moto win. Lilly finished second while Johnny Bonacci made an astonishing charge from 13th to finish third.

Ryan Banford surprised the competition with a brilliant second moto holeshot on his modified 80cc machine. Banford was on the gas, but was no match for Lilly, who powered into the lead during the second lap. Reimer started midpack but by the third lap was pushing Banford for second. Banford again couldn't hold off the determined Reimer and relinquished second.

Reimer set after Lilly and managed to reel him in during the final laps, but this time Lilly was wise and kept Reimer at bay to the finish for the moto and overall victory. Reimer settled for second in front of Bonacci.

Gary Harada was the runner-up in both 25-29 Beginner motos and was rewarded with the overall win.

George Moore chased down Cornell Canter in the first moto for the lead, only to crash when he hit a bike that was lying in the middle of a straight. Moore regrouped quickly and managed to nurse his machine to a fourth-place finish behind Glen DeLaTorre, Harada and winner Canter.

Moore replaced his broken side case and a variety of other parts, then stormed to a wire-to-wire victory in the second moto. Harada started and finished second which was good enough for the overall win while Canter finished third.

Results

50 FIRST TIMERS: 1. Anthony Jessup (Yam); 2. Jonathon Meltzer (Yam); 3. Christopher Dieter (Yam); 4. Garrett Williams (Yam); 5. Thomas Vandertuig (Suz).
50 FIRST TIMERS: 1. David Wood (Suz); 2. Mike Conner (Yam); 3. Gil Esquivel (Yam); 4. Ricky Oliver (Yam); 5. Barrett Stevenson (Yam).
50 STK D-1: 1. Kyle Mace (Yam); 2. Justin Mace (Yam); 3. Landy (Yam); 4. Davey Freeman (Yam); 5. Cale Wallace (Yam).
50 STK D-2: 1. Jay Ciarletta (Itj); 2. Nate Pier (Yam); 3. Chad Robbins (Yam); 4. Garrett Stevenson (Yam).

50 MOD: 1. Cale Wallace (Yam); 2. Justin Mace (Yam); 3. Landon Robbins (Yam); 4. Davey Freeman (Yam); 5. Nate Rapier (Yam).
600-8: 1. Eddie Frechette (Kaw); 2. Brandon Stadden (Kaw); 3. Vance Freeman (Kaw).
609-11: 1. Landon Robbins (Kaw).
BIG WHL: 1. Zachary Hybert (Kaw); 2. Matt Leninger (Kaw); 3. Jason Padilla (Kaw).
80 BEG D-1: 1. Eric Anderson (Kaw); 2. Danny Carlson (Kaw); 3. Nick Norton (Suz); 4. Justin Ritacco (Kaw); 5. David Exchanger (Suz).
80 BEG D-2: 1. Joshua Carter (Kaw); 2. Joey Davis (Hon); 3. Josh Fink (Kaw); 4. Tyson Taylor (Hon); 5. Rob Anderson (Yam).
125 BEG D-1: 1. Robert Lilly (Kaw); 2. Bill Reimer (Kaw); 3. Johnny Bonacci (Suz); 4. Ryan Banford (Kaw); 5. Eric Weber (Suz).
125 BEG D-2: 1. Sal Ugarte (Kaw); 2. Eric Carter (Kaw); 3. David Lofin (Suz); 4. Zac Hybert (Suz); 5. Randy Enfinger (Suz).
125 NOV: 1. Chad Smart (Kaw); 2. Max Nelson (Yam); 3. Kevin Johnstone (Kaw); 4. Ray Bowers (Kaw); 5. Mike Battista (Suz).
125 INT: 1. Larry Linkogle (Hon); 2. Joe Tuttobene (Suz); 3. Randy Danylo (Kaw).
125 PRO: 1. Craig Canoy (Hon); 2. Tracy Monterone (Yam); 3. Ray Hensley (Suz).
250 BEG: 1. Blaine Towe (Yam); 2. Gary Harada (Yam); 3. Robert Gonzalez (Suz); 4. Steve Myers (Suz); 5. Andy Kyler (Hon).
250 NOV: 1. Shawn Heit (Yam); 2. Tony Alessi (Yam); 3. Ben Barnhart (Suz); 4. Robert Little (Hon); 5. Eric Beingsesser (Yam).
250 INT: 1. Brett Stubbs (Kaw).
500 BEG: 1. Greg Mazzio (Yam); 2. Dean Brown (Hon); 3. Paul Evans (Suz); 4. Nile Matthews (ATK); 5. Robert Heideman.
500 NOV: 1. Patrick Nash (Kaw); 2. Steve Scrape (Hon); 3. John Bennett (ATK).
25-29 BEG: 1. Gary Harada (Yam); 2. Cornell Canter (Hon); 3. George Moore (Hon); 4. Glenn Delatorre (Suz); 5. Rick Salinas (Hon).
25-29 NOV: 1. Matt Nelson (Suz); 2. Lou Soto (Kaw); 3. C.T. Falk (Yam); 4. Frank Villa (Suz); 5. Todd Gould (Hon).
25-29 ITN: 1. R. Skinner (Suz); 2. Jim Henn (Yam); 3. Randy Danylo (Kaw); 4. Skid Godinez (Suz); 5. Jerry Hensley (Kaw).
VET NOV: 1. Robocop (Hon); 2. Matt Nelson (Suz); 3. Brian Renshaw (Yam); 4. Frank Villa (Suz); 5. Jeff Morris (Hon).
VET INT: 1. Randy Skinner (Suz); 2. Willy Haney (Hon).
VET PRO: 1. Brent Wallingsford (Kaw); 2. Bob Rutten (Hon); 3. David Sarian (Hon).
OT: 1. W.G. Wilson (Suz).

Segedy triples at Tappan Lake ST

By T.L. Coss

TAPPAN LAKE, OH, SEPT. 15

It was "Flyin' Ian" Segedy's day at Speedway 250, as he scooped up wins in both the Open ST and the Open Extra classes, then topped it off by taking home the money in the Dash For Cash.

Jim Beck grabbed the lead early in heat one of the Open ST class, but Erik Kinsey worked his way around Beck on lap three to take the checkers. Jerry Vanderkooi maneuvered into second.

Heat two saw Segedy holeshot and score a runaway win, despite a brake failure that sent him high onto the rim of the track.

In the main event, Kinsey pulled the holeshot, but was overtaken in turn three by the hard-driving Segedy. Kinsey held onto second spot with third and fourth going to Jerry Vanderkooi and Dave Rayburn.

In the Open Extra, Erik Kinsey won the first heat and Segedy took the second. The second heat experienced minor delays as Jim Beck laid his bike into the tires twice due to the glare of the setting sun.

In the final, Segedy pulled the holeshot and a clump of riders barreled into turn one behind him. Kinsey broke loose from the pack and held position, followed by Jerry Vanderkooi and Jamie Inch.

John Vanderkooi took the honors in the Senior class after a contest from Gov Yearick for the first two laps.

CN

Results

OPEN ST: 1. Ian Segedy; 2. Erik Kinsey; 3. Jerry Vanderkooi; 4. Dave Rayburn; 5. Jamie Inch.
OPEN EX: 1. Ian Segedy; 2. Erik Kinsey; 3. Jerry Vanderkooi; 4. Jamie Inch.
SR: 1. John Vanderkooi; 2. Gov Yearick; 3. Chuck Sekura.
125: 1. Bob Milligan.
DFC: 1. Ian Segedy.

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40-49 Nov-Int-Ex
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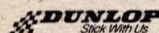
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike
Road Race Series

10/19 Philip Island, Australia

World C'ship Endurance
Road Race Series

10/20 Philip Island, Australia

AMA Grand Nat'l C'ship
Camel Pro Series10/12 Sacramento, CA M
Info 614/891-2425AMA Nat'l C'ship
125/500 MX Series10/13 New Berlin, NY
Info 614/891-2425AMA Nat'l C'ship
Road Race Series11/9-10 Miami, FL
Info 614/891-2425AMA Nat'l C'ship
Hillclimb Series10/13 Oregonia, OH
* All Star Invitational
Info 614/891-2425AMA Nat'l C'ship
Enduro Series10/13 Redding, CA
10/27 Bear, DE
11/3 Morrison, IL
* Tentative
Info 614/891-2425AMA/Wiseco/
Yamaha/Yokohama
Grand Nat'l Cross
Country Series10/20 Mt. Morris, PA
11/10 Greenville, TN
Info 304/594-1157AMA/CCS
Pro/Am C'ship
Road Race Series

South Florida Region
10/27 W. Palm Beach, FL
12/15 W. Palm Beach, FL
Southeast Region
10/12-13 Talladega, AL
Southwest Region
10/12-13 Las Vegas, NV
Finale
10/18-20 Daytona Beach, FL
Info 704/684-4297

AMA Mid-South C'ship
Hare Scrambles Series

10/20 Cadiz, KY
11/3 Owensboro, KY
11/17 Eagle Creek, KY
12/15 Battleground, AL
1/5 Bremen, GA
2/2 Hurricane Mills, TN
2/18 Hohenwald, TN
2/23 Clarksville, TN
Info 615/331-1475

WERA Pro/F-USA
Road Race Series

10/30-11/3 Grand Nat'l Final
Suzuki Nat'l Cup Final
Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l
Endurance Road
Race Series11/1 Braselton, GA
Info 803/681-WERAWERA Regional C'ship
Road Race Series

Northeast/Mid-Atlantic
Region
10/12-13 Summit Point, WV
South Central Region
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship
MX Series

10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship
Enduro Series

10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA Turkey
Run Series

10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series

10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA-West C'ship
Road Race Series10/20 Sears Point, CA
Info 415/829-6091AHRMA Vintage
Trials Series10/19-20 White City, IL
Info 609/426-4387EVMR Vintage
Motocross Series10/20 Englishtown, NJ
Info 201/385-5595NY State C'ship
Hare Scrambles Series10/27 South Edmonston, NY
Info 315/635-3396VA C'ship Hare
Scrambles Series

10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

AMA Southeastern
Regional C'ship MX
Mega Series

10/26-27 Blountville, TN
Info 615/323-5497

SERA C'ship
Enduro Series

10/12 Saucier, MS
11/3 Maplesville, AL
Info 601/843-3251

SERA C'ship Hare
Scrambles Series

10/20 Goodman, MS
Info 601/843-3251

AMA Florida State
Gold Cup MX Series

10/13 Ocala, FL
10/20 Cocoa, FL
10/27 Gainesville, FL
Info 813/822-8929

FMC Fall
MX Series

11/3 Zuber, FL
11/10 Bithlo, FL
11/17 Ocala, FL
Info 904/333-2372

ATA Observed
Trials C'ship Series

10/27 Lucerne Valley, CA
11/10 Littlerock Cyn., CA
Info 213/259-6631

Mid-Atlantic
Vintage Trials Series

10/13 Toughkenamon, PA
Info 301/775-7209

PITS C'ship
Trials Series

10/20 Santa Cruz, CA
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

Prostar Nat'l C'ship
Drag Race Series

11/8-10 Bradenton, FL
Info 609/768-4624

IDBA Nat'l C'ship
Drag Race Series

10/19-20 Atlanta, GA
Info 205/849-7886

Dragbike! Nat'l C'ship
Drag Race Series

10/26-27 Phoenix, AZ
11/15-17 Gainesville, FL
Info 315/735-1661

HDRA All Harley
Drag Race Series

10/19-20 Farmington, NC
11/16-17 TBA
Info 919/229-4877

CRA Fall Cross
Country Series

10/13 Tippecanoe, OH
10/20 Malvern, OH
10/27 Ravenna, OH
11/17 Amherst, OH
Info 216/538-2220

CRA Fall Motocross
Series

10/27 Amherst, OH
Info 216/636-5505

WNYSC C'ship
Fall Series

10/13 Silver Springs, NY
10/20 Auburn, NY
10/27 Silver Springs, NY
Info 716/594-8660

MO Hare Scrambles
C'ship Series

10/20 Potosi, MO
Info 314/392-2475

NCHSA Hare
Scramble Series

10/13 Graham, NC
11/3 Lenoir, NC
11/17 Reidsville, NC
Info 704/483-4394

ARRA Road
Race Series

10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

OMRRA C'ship
Road Race Series

10/20 Portland, OR
Info 503/221-1487

HDRA/SCORE Int'l
Desert Racing Series

10/11-13 Gold Coast 300
Jean, NV
11/7-10 Baja 1000
Ensenada, B.C., MEX
Info 818/889-9216

Grans Prix de
Baja Series

11/2 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

SUDS Off-Road Series

10/19-20 Tecate, Baja, MEX
11/16-17 San Bernardino, CA
Info 818/340-5750

ADRA International
Desert Race Series

10/12-13 Sonora, MEX
12/7 Sonora, MEX
Info 602/274-0010

Black-Jack Enduro
Circuit Series

10/13 Tulsa, OK
10/27 Oklahoma City, OK
Info 903/832-5323

CRRC Road Race
Series

10/12-13 Henderson, TX
10/30-11/3 Grand Nat'l Final
Braselton, GA

*Tentative
Info 713/342-9032South Texas C'ship
Hare Scrambles Series

10/27 Bastrop, TX
11/10 Rockne, TX
11/24 Lake Houston, TX
12/15 Hidden Valley, TX
1/5 Gonzales, TX
1/19 Columbus, TX
2/2 Zars Ranch, TX
2/16 TBA
Info 512/892-4884

OCCRA Cross Country Series

10/13 Oklahoma City, OK
11/10 Ardmore, OK
11/24 Oklahoma City, OK
Info 405/632-3370

Oklahoma State C'ship MX Series

10/20 Stillwater, OK
11/10 TBA

MTEG Off-Road C'ship GP Series

10/19 Las Vegas, NV
10/TBA San Francisco, CA
* Tentative
Info 714/938-4100

AFM Road Race Series

10/20 Sears Point, CA
Info 415/537-8208

NMA Mini Road Race Series

10/13 Riverside, CA
10/27 Amago, CA
11/17 Riverside, CA
11/24 Amago, CA
12/7-8 Riverside, CA
Info 213/864-5214

NMA Off Road Series

10/20 Goldbar, WA
11/10 Shelton, WA
11/17 Bellingham, WA
Info 206/724-7515

NMA Enduro Series

10/27 Bellingham, WA
Info 206/724-7515

GFI Fall Motocross Series

South

10/13 TBA
10/20 TBA
10/27 Perris, CA
Info 714/788-5853

North

710/13 Sacramento, CA
10/20 Hollister, CA
10/27 Brentwood, CA
11/3 Fresno, CA
11/10 San Jose, CA
Info 209/673-8080

OCTOBER

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

• Denotes Pro Payback

October 9

WISCONSIN DRAGS
Great Lakes Dragway, Union Grove. Info 414/878-3783.

October 11

CALIFORNIA STADIUM MX
• CMC Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CRC L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SUPERCROSS
DE Motor Sport Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA Milan Excitement City, Milan. Info 313/289-2100.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragway, Union Grove. Info 414/878-3783.

October 11-12

NORTH CAROLINA SUPERCROSS
• AMA/Mike Kidd Promotions Dixie

Classic Supercross. Dixie Classic Fair, Winston-Salem. Info 817/834-2298.

October 11-13

NEVADA DESERT RACE
HDRA/SCORE International Desert Race Series. Gold Coast 300, Jean. Info 213/540-5001.

October 12

ALABAMA SUPERCROSS
• Ironman Marathon. Warrior's MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• CMC Argyle Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDURO
AMA/D-36/CERA/Training Wheels Family Enduro. Tahoe National Forest, Foresthill. Info 408/263-1939.
CALIFORNIA SHORT TRACK
• R & D Racing Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SPEEDWAY
• International Speedway, Inc. Coors Light U.S. Nat'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE SHORT TRACK
AMA/D-7/DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
King Kelly, Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
KENTUCKY SHORT TRACK
WKCR/Paris Dirt Trackers, Inc. Paducah. Info 901/642-0511.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Sleepy Hollow Jr Enduro. Brimfield. Info 203/875-5757.
MISSISSIPPI ENDURO
SERA C'ship Enduro Series. Saucier. Info 601/843-3251.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
• West Tennessee Sand Drags, Inc. Friendship. Info 901/656-2320.
TENNESSEE SHORT TRACK
• Dallas Ricker Complex, Kingsport. Info 615/587-6677.
UTAH HARE & HOUND
AMA/Sugarloaf MC. Holden. Info 801/743-6131.
WISCONSIN TRIALS
WOTA Series. Hixton. Info 708/530-4177.

October 12-13

CALIFORNIA DUAL SPORT
AMA/D-36/Ridge Runners MC, Santa Cruz. Ridge Runner 500, Angels Camp to Carson City. Info 408/475-3619.
CALIFORNIA HARE SCRAMBLES
Ridgecrest MC, Spangler OHV area, Seaford Station. Info 619/446-4546.
INDIANA MOTOCROSS
AMA/D-12 & 15/Reads Racing, Unlimited. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
MEXICO DESERT RACE
ADRA Int'l Desert Racing Assn. Series. 14th Annual Carrera de Rocky Point 250. Sonora. Info 602/274-0010.
MICHIGAN MOTOCROSS
• D-14. Mustang Acres, Brighton. Info 313/229-9719.
TEXAS MOTOCROSS
Prosports USA. Lakeside Motos-

ports Raceway, Bastrop. Info 512/321-9861.
WISCONSIN DRAGS
Great Lakes Dragway, Union Grove. Info 414/878-3783.

October 13

ARIZONA MOTOCROSS
• CMC Copper State Classic MX Series. Canyon Raceway, Canyon. Info 602/863-1028.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Wheeler Road Mudhills, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CMC Fall Series. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA TT
Lodi TT Vintage Benefit. Lodi Cycle Bowl, Lodi. Info 209/544-1027.
CALIFORNIA ENDURO
AMA/D-36. Buckhorn Enduro, Redding. Info 415/672-9715.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Los Gatos MC. 13th Annual Public H.S. Hollister Hills SVRA, Upper Ranch, Hollister. Info 209/523-9230 or 408/988-5199.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
DELAWARE SHORT TRACK
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• AMA/WorldSports State C'ship Gold Cup Series. Florida Motorsports Complex, Ocala. Info 813/822-8929.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
ILLINOIS SWAP MEET
J & P Promotions. 10th Annual Parts Extravaganza, Will County Fairgrounds, Peotone. Info 319/462-4605.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurl. Info 513/772-2803 or 661-8954.
KENTUCKY MOTOCROSS
BSR Racing. West KY Outdoor MX, Lowes. Info 502/642-2345 or 679-5698.
MARYLAND CROSS COUNTRY
AMA/D-7/Gunpowder Valley MC. Whiskey Ridge GP. Woodlawn Farms, Sharpsburg. 301/432-8500 or 797-1025.
MICHIGAN TRIALS
AMA. Observed trials, Hopkins. Info 616/793-7634.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSOURI MOTOCROSS
AMA/MXP. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit, Gibbon. Info 402/476-8888 or 308/381-2143.
NEVADA HARE SCRAMBLES
MRAN/Wild Bunch MC. Henderson, between Railroad Pass & Searchlight. Info 702/658-1242 or 642-5873.
NEVADA MOTOCROSS
• CMC Trans Cal Northern NV Dealer Challenge. Silver State MX, Carson City. Info 916/544-0548 or 702/883-6111.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Cidah Run North, N. Conway. Info 203/875-5757.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info 607/775-1955 or 729-5395.
NEW YORK MOTOCROSS
WNYSC Series. Silver Springs MX Racing, Rock Glen. Info 716/786-2157 or 594-8660.
NORTH CAROLINA HARE SCRAMBLE
NCHSA Hare Scramble Series. Cane Creek, Graham. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
3rd Annual Fall Series. Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
D-29 Fall Series. Top Gun, Iron Station. Info 704/732-8100 or 873-5083.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. East Coast MX Park, New Bern. Info 919/224-8381.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA Fall Cross Country Series. Lightning Raceway, Tippencanoe. Info 614/922-4775.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.

Coors
LIGHT

United States NATIONAL Speedway CHAMPIONSHIP

Saturday, October 12

Orange County Fairgrounds Costa Mesa

Gates Open 6:30 PM
First Race 8:00 PM

Adult (Reserved).....\$18.00
Adult (G.A.).....\$15.00
Child 12 & Under (Reserved).....\$9.00
Child 12 & Under (G.A.).....\$7.50

Purchase your tickets thru International Speedway (714) 492-9933, TICKETMASTER or at the Gate Race Day.



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THE TERMINATOR

October 13th

Sunrise

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Nov. 14-15
Perris
Raceway

For
Firefighters
and Police
Officers Only

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R&D
Racing

Suzuki Specialists

RM 80, 125, 250 only

*Performance Engine Kits

*Motocross Suspension

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CALAMARI

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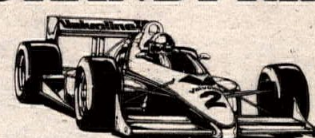
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JET KIT\$29.95
REARSETS BRACKET\$49.95
SWING ARM BRACING\$69.95
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MR. SQUID SAYS:
"THE GO FAST SECRET IS HANDLING"

WILLOW SPRINGS INTERNATIONAL RACEWAY

Presents The

Budweiser ESSEX HOUSE

4th ANNUAL LOS ANGELES AMERICAN INDYCAR GRANDPRIX



OCTOBER 26 & 27

And On The Same Weekend
Thrill To The Spectacular

UNITED STATES AUTO CLUB
FORMULA 2000 GRAND PRIX

SPORTSCAR CLUB OF AMERICA
SPEC. RACERS GOLD CUP

ANTELOPE VALLEY INN
TOYOTA FIREFIGHTERS G.P.

DEL AMO/YAMAHA
600 SUPERBIKE CHAMPIONSHIP

DUNLOP TIRES
PRO KART CHALLENGE

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Overnight Camping Free
For More Info. (805) 256-2471

DeANZA CYCLE PARK INFORMATION

(714) 242-5840 Evenings

Park is open 7 days a week for MX & Open Trail Riding:
Mon., Tues., Thurs. & Fri. 8:30am - 4:30; Wed.
8:30am - Dark Sat. 7:30 - 5:00 & Sun. 6:30 - 4:00.
THE MX TRACK IS PREPPED & WATERED
WED., SAT., & SUN. FOR OPEN RIDING.

"The Badlands MX Give Away"
Sunday, October 27

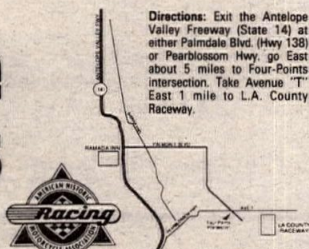
Call For Information

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Presents****The Kings Speedway
Superchallenge
Supercross****October 26,
1991****See The Top Guns Of Supercross Shooting For The \$10,000 Purse
125 & 250 Pro Only (\$5,000 Each Class)****4:00 p.m. to 7:00 p.m.****Autographs from Bob "Hurricane" Hannah
& Miss Coors Light****FUN
ZONE****Gale Webb's Safety in Sports Show****Special Guest Mercedes Gonzales****KRZR 103.7 FM Live Remote****New & Vintage Motorcycles On Display****COME
EARLY!****You've Seen Them On T.V. Now See Them At Kings Speedway!****Entry Fee \$50.00****Ticket Prices****\$12.00 General Admission****\$16.00 Reserved Grandstand****Free Parking****Rider Info 209-582-6716****Charge By Phone (209) 582-DIRT****Tickets Available At:**Hanford Suzuki Yamaha
Fresno Kawasaki Suzuki
Village Tire
Sanders Motorsports
Clovis Honda Fresno Yamaha
Kings Speedway
Wilson's Motorcycles**Hotel Information****Race Headquarters****Holiday Inn Plaza Park**

9000 W. Airport Dr., Visalia, CA 93277

209-651-5000**(Mention Kings Speedway SX &
Receive Discounted Room Rate)****A.H.R.M.A. West Series****Vintage
Motocross****Sunday, October 20, 1991****LA County Raceway, Palmdale, California****Vintage Dirt Bikes Only!**
Historically accurate scrambles
circuit — long and smooth,
without supercross jumps! Best
ever in SoCal vintage history!
Don't miss it!All AHRMA Classes Including
+30, +40, +50 and Women
AHRMA Rules Enforced
Bikes 1974 and older maximum
wheel travel: 7" Front, 4" Rear
AHRMA Membership RequiredGates Open 7:00 am
Practice 8:00 am
First Race 9:30 amHeadquarters Hotel:
RAMADA INN
(805) 273-1200

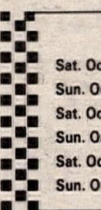
For additional information, please call 213-490-0012 or 714-897-8265

Directions: Exit the Antelope
Valley Freeway (State 14) at
either Palmdale Blvd. (Hwy 138)
or Pearblossom Hwy. go East
about 5 miles to Four-Points
intersection. Take Avenue "T"
East 1 mile to L.A. County
Raceway.**8th Annual TOYS FOR TOTS
TURKEY RUN
"Benefits Hare Scrambles"*****All Proceeds Go To Toys For Tots Charity Fund****NOVEMBER 10 - BIG VALLEY****Presented by Proffer Promotions & U.S. Marine Reserves****INFO (216) 538-2220 or (216) 337-7719****3 Miles south of East Palestine, OH on Rt. 170**Gates Open 8:00 am
Mini Quads 9:00 am
Mini Motorcycles 9:30 amQuad 10:30 am (1 1/2 hours)
Motorcycles 1:00 pm (3 hours)**BOYESEN REEDS
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BERT'S MOTORCYCLES**
818-334-1288/818-334-2926**Old Timers MX Association
Race Schedule****Saturday, October 12
Perris G.F.I. MX****Saturday & Sunday, October 19 & 20
OTHG National Glen Helen**

For Information Call Hot Line (213) 869-2299

Dirt Track RacingMotorcycles, Quads & Odysseys
Flat Track 1/4 Mile Oval, & TT - Track**November 9****Vets Day Winter National****Bakersfield Speedway**

Info. Hot Line 805-323-7877

**"Race With The Best"**Fri. Oct. 11 Fri. Night MX Glen Helen
Sun. Oct. 13 Fall Finale Round #1 Carlsbad
Fri. Oct. 18 Fri. Night MX Glen Helen
Sun. Oct. 20 Fall Finale Round #2 Glen Helen
Fri. Oct. 25 Fri. Night MX Glen Helen
CA (714) 261-6116**GFI/PERRIS RACEWAY
1991 SCHEDULE**Sat. Oct. 12 GFI Super Sat. Morn. MX Perris Raceway
Sun. Oct. 13 GFI Fall Series Round 2 TBA
Sat. Oct. 19 GFI Super Sat. Morn. MX Perris Raceway
Sun. Oct. 20 GFI Fall Series Round 3 TBA
Sat. Oct. 26 GFI Super Sat. Morn. MX Perris Raceway
Sun. Oct. 27 GFI Fall Series Rnd 4 (final) Perris Raceway
(714) 788-5853**SRA GP****California
Schedule**

Members

Non
Members**October 27 Carlsbad****November 24 Glen Helen****Info (714) 957-2985****CALENDAR****OHIO HARE SCRAMBLES**Sunset Ramblers, Galion. Info
419/468-7228 or 756-8601.**OHIO HILLCLIMB**AMA Nat'l C'ship Series. All Star
Invitational. Dayton MC, Fritz Powell
Farm, Oregonia. Info 513/932-2116.**OKLAHOMA CROSS COUNTRY**OCCRA. Motorcycle Raceways, Inc.,
Oklahoma City. Info 405/632-3370.**OREGON MOTOCROSS**MXNW Series. Albany SX, Albany.
Info 503/928-4474.**OREGON SHORT TRACK**Kerby Racepark, Cave Junction. Info
503/592-2978 or 476-4336.**PENNSYLVANIA MOTOCROSS**Sleepy Hollow MX, Fredericks-
burg. Info 717/273-1180 or 273-
9212.**PENNSYLVANIA MOTOCROSS**D-5 State C'ship/Racer Produc-
tions. Brownsville Luzerne Park,
Brownsville. Info 304/594-1157.**PENNSYLVANIA HARE SCRAMBLES**AMA/D-6. Flying Dutchmen MC,
Pine Grove. Info 717/345-8734.**PENNSYLVANIA SCRAMBLES**E. PA Piston Poppers MC, Parkes-
burg. Info 215/269-3661 or 857-
5994.**TENNESSEE MOTOCROSS**AHRMA Vintage Trials Series.
Hidden Acres, Kingsport. Info 615/
245-8987 or 323-5497.**TENNESSEE MOTOCROSS**Burleson MX Park, Burleson. Info
817/295-1760 or 295-8908.**TEXAS MOTOCROSS**VA Hare Scramble Series/Penin-
sula Trail Riders Assn. Peninsula 100
Classic, Newport News. Info 804/
255-4620 or 877-0836.**WISCONSIN MOTOCROSS**AMA/D-16. Aztalan Cycle Club-
grounds, Lake Mills. Info 414/786-
4420 or 478-2384.**October 16****WISCONSIN DRAGS**Great Lakes Dragway, Union
Grove. Info 414/878-3783.**October 18****CALIFORNIA MOTOCROSS**CMC. Glen Helen OHV Park, San
Bernardino. Info 714/261-6116.**CALIFORNIA STADIUM MX**CMC. Sacramento Raceway Park,
Sacramento. Info 916/366-7368.**CALIFORNIA MOTOCROSS**CRC. L.A. County Raceway, Palm-
dale. Info 805/272-8889.**DELAWARE MOTOCROSS**DE Motor Sport, Inc. Seaford
Speedway, Seaford. Info 302/335-
4386.**MICHIGAN MOTOCROSS**MRA. Milan Excitement City, Milan.
Info 313/289-2100.**TEXAS MOTOCROSS**Mosier Valley MX Park, Euless. Info
817/540-0815.**WISCONSIN DRAGS**Great Lakes Dragway, Union
Grove. Info 414/878-3783.**October 19****ALABAMA MOTOCROSS**Warrior MX, Warrior. Info 205/
841-7224 or 669-4572.**ALABAMA MOTOCROSS**County Line Raceway, Bessemer.
Info 205/477-6848.**ALABAMA SHORT TRACK/TT**Thunder Valley Raceway, White
Plains. Info 205/235-3999.**CALIFORNIA SHORT TRACK**R & D Racing. Monterey County
Fairgrounds, Monterey. Info 408/449-
7367.**CALIFORNIA MOTOCROSS**Racing Enterprises. Carlsbad
Raceway, Carlsbad. Info 619/484-
1441.**DELAWARE SHORT TRACK**DE Motor Sport, Inc. Seaford
Speedway, Seaford. Info 302/335-
4386.**FLORIDA MX/SHORT TRACK/
DRAGS/MUD BOGS**Orange County Raceway, Orlando.
Info 407/568-2271.**FLORIDA MOTOCROSS**Dade City Raceway, Dade City. Info
813/986-4950.**GEORGIA MOTOCROSS**Thunder Creek MX, High Falls. Info
912/994-6630.**GEORGIA MOTOCROSS**King Kelly, Bremen MX, Bremen.
Info 404/941-8464.**GEORGIA SUPERCROSS**RCG Supersports. Calhoun MX,
Calhoun. Info 404/928-3053 or 629-
4450.**INDIANA MOTOCROSS**AMA/D-12 & 15/Read's Racing
Unlimited, Inc. Trojan Track, North
Webster. Info 219/594-2649 or 594-
2974.**IOWA SHORT TRACK**Iowa State Fair Racing Pavilion,
Des Moines. Info 515/289-2140 or
285-6439.**MICHIGAN MOTOCROSS**AMA/D-14/Bear Bottom Promo-
tions. Brown City MX, Brown City. Info
313/395-2169.**NORTH CAROLINA MOTOCROSS**East Bend Speedway, East Bend.
Info 919/699-3629.**OHIO MOTOCROSS**AMA/D-12 & 14. Delta Motors-
ports Park, Delta. Info 419/666-8413
or 822-3286.**OHIO MOTOCROSS**AMA/D-11/American Motors-
ports, Inc. Alexander Competition
Riders clubgrounds, Albany. Info 614/
598-2057.**PENNSYLVANIA SUPERCROSS**AMA. Trail-Way Speedway, Han-
over. Info 717/359-4310.**TENNESSEE MOTOCROSS**I-40 MX, Lenoir City. Info 615/
573-5425 or 986-1617.**TEXAS SUPERCROSS**Skeeter Motorsports Complex,
Algoa. Info 409/925-4232.**October 19-20****FLORIDA ROAD RACE**AMA/CCS. Moroso Motorsports
Park, West Palm Beach. Info 407/
793-3394 or 622-1400.**GEORGIA DRAGS**IDBA Nat'l C'ship Drag Race Series.
World Finals. New Atlanta Dragway,
Commerce. Info 205/849-7886.**ILLINOIS TRIALS**AHRMA Vintage Trials Series.
Cahokia Creek Dirt Riders, White
City. Info 217/468-2251.**INDIANA HILLCLIMB**AMA. Hoosier Hillclimbers, Metam-
ora. Info 317/861-6798 or 359-
2809.**MEXICO OFF ROAD**SUOS Short Course Series. Santa
Veronica Off Road Park & Raceway,
Tecate, B.C. Info 818/340-5750 or
992-6355.**MEXICO SUPERCROSS**Sucro Racing/Tecate Supercross
Series Finals. Antonio Palacios
Stadium, Ensenada, B.C. Info 667/
6-47-47.**NEW JERSEY MOTOCROSS**AMA/15th Annual Kawasaki Race
of Champions. Raceway Park, English-
town. Info 908/446-6331.**NORTH CAROLINA DRAGS**HDRA 8th Annual N.C. H-D Dealers
Assn. Finals. Farmington Dragway,
Farmington. Info 919/229-4877.**NORTH CAROLINA SHORT TRACK**Hookin & Bookin Promotions.
Hammer Down Speedway, Red Spring.
Info 919/488-7106.**TEXAS MOTOCROSS**Prosports USA. Wolfcreek MX Park,
Rio Vista. Info 817/373-22434.**WISCONSIN DRAGS**Great Lakes Dragway, Union
Grove. Info 414/878-3783.**October 20****ARIZONA MOTOCROSS**CMC Copper State Classic MX
Series. Thrasherland Motor Sports
Park, Glendale. Info 602/863-1028.**ARIZONA SWAP MEET**Southern AZ Vintage M/C Enthu-
siasts Antique M/C Show/Swap
Meet. Wildcat House, Tucson. Info
602/624-8505.**CALIFORNIA DUAL SPORT**AMA/D-37/Team Dual Dogs.
Christo Yellow Umbrella Ride. Rowher
Flats OHV Area, Angeles Nat'l Forest.
Santa Clarita/Saugus. Info 818/701-
1913 or 886-7194.**CALIFORNIA MOTOCROSS**CMC. Barona Oaks, Ramona. Info
619/444-8116.**CALIFORNIA MOTOCROSS**CMC/Great Northern Promotions.
Prairie City SVRA, Hangtown MX
Track, Sacramento. Info 916/489-
3839.**CALIFORNIA SWAP MEET**J & P Promotions Parts Extrava-
ganza & Ride In - Bike Show. L.A.
County Fair & Expo Center Fairplex,
Pomona. Info 319/462-4605.**CALIFORNIA MOTOCROSS**CMC Fall Finale #2. Glen Helen
OHV Park, San Bernardino. Info 714/
261-6116.**CALIFORNIA ROAD RACE**ASRA Road Race C'ship Round #5/
American Scooter Racing Assn.
Streets of Willow, Willow Springs,
Rosamond. Info 619/229-0201.**CALIFORNIA ROAD RACE**AFM Series. Sears Point Raceway,
Sears Point. Info 415/537-8208.**CALIFORNIA TRIALS**AMA/PITS. Santa Cruz. Info 916/
723-9560.**CALIFORNIA TT**AMA/D-36. Lodi Cycle Bowl, Lodi.
Info 209/544-1027 or 369-5195.**CALIFORNIA MOTOCROSS**CRC. Sunrise Cycle Park, Adelanto.
Info 805/272-8889.**CALIFORNIA ENDURO**AMA/D-36 Series. 21st Annual
Jackhammer Enduro, Fouts Springs.
Info 415/827-4940 or 707/253-
7585.**FLORIDA MOTOCROSS**AMA/WorldSports. 9th Annual
Florida State C'ship Gold Cup Series.
Diamondback Park, Cocoa. Info 813/
822-8929.**GEORGIA MOTOCROSS**Dixie M/C Sports Fall Series.
Hillbilly Hills, Roberta. Info 912/788-
0413 or 404/929-8392.**KANSAS MOTOCROSS**Cornhusker MX Circuit. Phillips-
burg. Info 913/543-2523.**KANSAS MOTOCROSS**KORR Series. Green Acres Race-
way, Marion. Info 316/945-8221.**KENTUCKY MOTOCROSS**Pendleton Co. M/C Recreation
Park, Gardnersville. Info 606/472-
3442.**KENTUCKY MOTOCROSS**Moto-Mania Round #2. Rough
Country MX, Henderson. Info 502/
521-7884 or 812/897-3800.**KENTUCKY HARE SCRAMBLES**AMA/Mid-South C'ship Series.
Cadiz. Info 615/331-1475.**MARYLAND MOTOCROSS**AMA/D-7. Antietam MC, Hager-
stown. Info 301/797-8686 or 797-
1607.**MASSACHUSETTS ENDURO**

October 25

CALIFORNIA MOTOCROSS
 • CMC, Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA STADIUM MX
 • CMC, Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
 • CRC, L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE MOTOCROSS
 • DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
 • MRA, Milan Excitement City, Milan. Info 313/289-2100.
TEXAS MOTOCROSS
 • Mosier Valley MX Park, Euless. Info 817/540-0815.

October 26

ALABAMA SHORT TRACK/TT
 • Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
 • Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
 • County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
 • Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA MOTOCROSS
 • Racing Enterprises, Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
 • R & D Enterprises, Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SUPERCROSS
 • CMC/HSY Promotions, Kings Speedway, Hanford. Info 209/582-6716.
CALIFORNIA MOTOCROSS
 • Coors/Kawasaki MX Series, Ventura County Fairgrounds, Ventura. Info 805/656-1122.
CALIFORNIA SHORT TRACK
 • Dirt Sport Promotions, Carlsbad Raceway, Carlsbad. Info 619/489-5823.
DELAWARE SHORT TRACK
 • DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
 • Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
 • Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
 • King Kelly, Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
 • RCG Supersports, Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
 • Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
 • AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
IOWA SHORT TRACK
 • Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
 • East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
 • MRA, Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
 • CRA, Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
 • AMA/D-11, Dirt Country Raceway, Blanchester. Info 513/791-8970.

PENNSYLVANIA SUPERCROSS
 • AMA, Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
 • I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
 • West Tennessee Sand Drags, Friendship. Info 901/656-2320.
TENNESSEE MOTOCROSS
 • Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-3078.

October 26-27

ARIZONA DRAGS
 • Dragbike! USA Nat'l C'ship Series, 14th Annual Western Finals. Phoenix Raceway Park, Phoenix. Info 315/735-1661.
CALIFORNIA MOTOCROSS/SWAP MEET
 • Santa Clara Riders Unlimited, AHRMA Vintage MX Classic/Swap Meet/Show, Upper Racah, Hollister Hills GP Track, Hollister. Info 408/722-8133 or 663-4014.
CALIFORNIA ROAD RACE
 • ARRA/Del Amo Yamaha 600 Superbike C'ship, Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
MICHIGAN MOTOCROSS
 • D-14, Mustang Acres, Brighton. Info 313/229-9719.
OKLAHOMA ROAD RACE
 • Hallett Road Racing Club, Hallett. Info 918/446-6657.
TENNESSEE MOTOCROSS
 • Honda Top Gun Showdown, Muddy Creek Raceway, Blountville. Info 615/323-5497.
WISCONSIN DRAGS
 • Great Lakes Dragaway, Union Grove. Info 414/878-3783.

October 27

ARIZONA MOTOCROSS
 • CMC Copper State Classic Series, Blythe Raceway, Blythe. Info 602/863-1028.
CALIFORNIA ENDURO
 • AMA/D-36/Polka Dots MC, 49er Enduro, Elkin's Flat, Placerville. Info 415/672-9715.
CALIFORNIA GRAND PRIX
 • CRC, Wild Turkey GP, Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
 • Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
 • SRA Series, Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA HARE SCRAMBLES
 • AMA/D-36/Ab-Nor-Mal Promotions, Pioneer Arena, Oakdale. Info 209/838-3200.
CALIFORNIA MOTOCROSS
 • CMC Fall Finale, Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA DESERT GP
 • AMA/D-38/Fudpucker Racing Team, Kamikaze Desert GP plus Team Race, Imperial County, El Centro. Info 619/427-5759.
CONNECTICUT TURKEY RUN
 • NETRA C'ship Series, Pachaug T.R., Central Village. Info 203/875-5757.
CALIFORNIA HARE & HOUND
 • AMA/D-37/100s M.C. Best of the West Series, Soggy Dry Lake, Lucerne Valley. Info 714/985-2242.
DELAWARE ENDURO
 • AMA Nat'l C'ship Series/Delaware Enduro Riders, Delaware Nat'l, Bear. Info 302/834-4411.
FLORIDA MOTOCROSS
 • AMA/WorldSports, Florida State Gold Cup Series, Gatorback Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
 • Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.

GEORGIA MOTOCROSS
 • South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
ILLINOIS HARE SCRAMBLES
 • AMA/Belleview Enduro Team, Belleview. Info 618/277-3478 or 235-6666.
INDIANA HARE SCRAMBLE
 • Haspin Acres, Laurel. Info 513/772-2803.
INDIANA MOTOCROSS
 • AMA/D-15, Hoosier Hilltoppers MC, Uniontown. Info 219/522-1522.
KENTUCKY MOTOCROSS
 • Moto-Mania Round #3, Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MASSACHUSETTS MOTOCROSS
 • NES C'ship Series, Middleboro. Info 413/772-685.
MICHIGAN MOTOCROSS
 • D-14 & 15, Grass Track C'ship, Red Bud Recreation, Buchanan. Info 616/695-6405.
MISSOURI MOTOCROSS
 • Sprout Patch Competition, Billings. Info 417/744-2593.
MISSISSIPPI MOTOCROSS
 • Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
 • Northern NV Dealer Challenge, Silver State MX, Carson City. Info 702/267-4392.
NEW JERSEY MOTOCROSS
 • AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK MOTOCROSS
 • AMA, Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NEW YORK HARE SCRAMBLES
 • New York State H.S. Series, South Edmeston. Info 607/722-6195 or 315/635-3396.
NEW YORK MOTOCROSS
 • WNYSC Series, Silver Springs MX, Rock Glen. Info 716/786-5596.
NORTH CAROLINA MOTOCROSS
 • Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
 • NAME Fall Series, East Coast MX Park, New Bern. Info 919/224-8381.
OHIO HARE SCRAMBLE
 • AMA/Athens MC, Athens. Info 614/592-1692.
OHIO MOTOCROSS
 • CRA Fall Series, Amherst MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
 • CRA Fall Cross Country Series, Ohio Int'l Raceway, Canal Fulton. Info 216/369-5993.
OREGON SCRAMBLES
 • Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
OREGON MOTOCROSS
 • MXNW Series, Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
 • The Challenger Raceway, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
 • AMA, Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TEXAS MOTOCROSS
 • Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HARE SCRAMBLES
 • AMA/TRH/South Texas H.S. Series, Bastrop. Info 409/948-3360.
WASHINGTON MOTOCROSS
 • Squisher Racing, Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTON ENDURO
 • NMA Enduro Series, 61st Cowbell Enduro, Mount Baker MC, Bellingham. Info 206/724-7515.
WEST VIRGINIA HARE SCRAMBLE
 • Berry Mountain, Huntington. Info 304/486-5244.

November 1

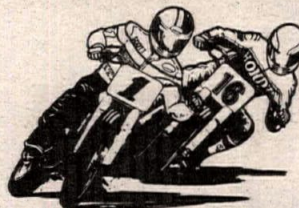
CALIFORNIA MOTOCROSS
 • CMC, Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

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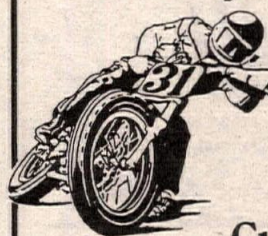
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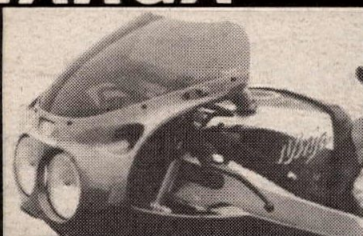
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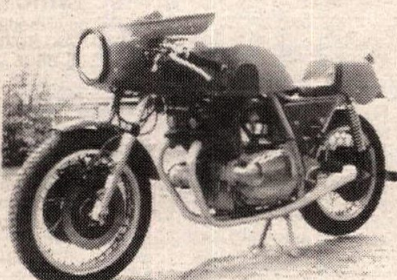
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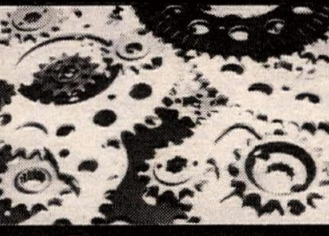
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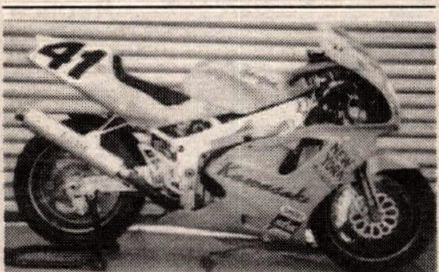
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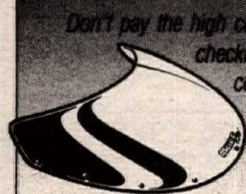
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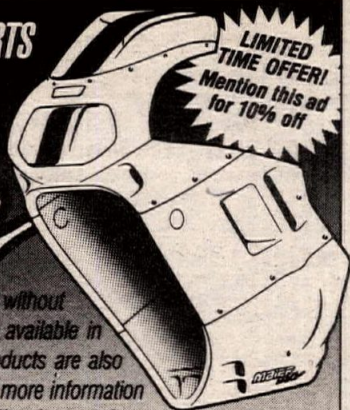
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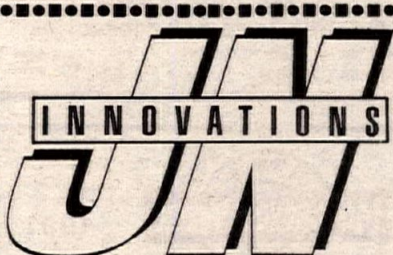
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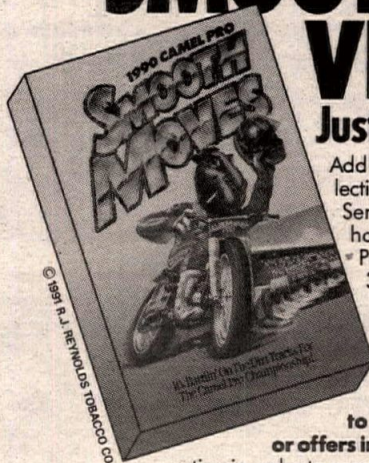
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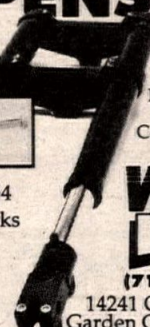
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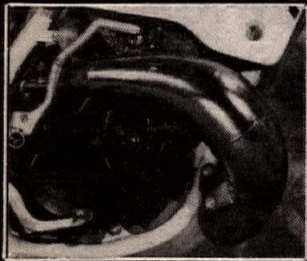
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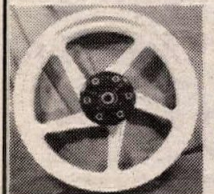
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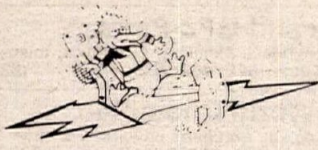
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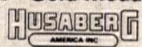
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3. Rob Phillis	239
4. Fabrizio Pirovano	185
5. Stephane Mertens	183
6. Carl Fogarty	137
7. Terry Rymer	132
8. Fred Merkel	116
9. Davide Tardozzi	108
10. Giancarlo Falappa	103

World Championship 500cc RR Series

(Final)

1. Wayne Rainey	233/6
2. Michael Doohan	224/3
3. Kevin Schwantz	204/5
4. John Kocinski	161/1
5. Wayne Gardner	161
6. Eddie Lawson	126
7. Juan Garriga	125
8. Didier de Radigues	107
9. Doug Chandler	85
10. J.P. Ruggia	78

(Points/wins)

World Championship 250cc RR Series

(Final)

1. Luca Cadalora	237/8
2. Helmut Bradl	220/5
3. Carlos Cardus	205
4. Wilco Zeelenberg	158
5. Masahiro Shimizu	142
6. Loris Reggiani	128/1
7. P.F. Chili	107/1
8. Jochen Schmid	96
9. Martin Wimmer	89
10. Paolo Casoli	65

(Points/wins)

World Championship Trial Series

(After 9 of 12 rounds)

1. Jordi Tarres	162
2. Diego Bosis	138
3. Donato Miglio	132
4. Tommi Ahvala	127
5. Bruno Camozzi	98
6. Philippe Berlatier	91
7. Amos Bilbao	82
8. Thierry Michaud	65
9. Thierry Girard	60
10. Takumi Narita	48

Nat'l Championship 125 MX Series

(After 12 of 13 rounds)

1. M. Kiedrowski	468/3
2. Guy Cooper	440/4
3. Jeff Emig	355
4. Brian Swink	339/1
5. J. McGrath	325
6. Steve Lamson	277
7. Doug Henry	259/1
8. Buddy Antunez	232
9. D. Stephenson	224
10. Erik Kehoe	217

(Points/wins)

Nat'l Championship 500 MX Series

(After 5 of 6 rounds)

1. J-M Bayle	235/3
2. Jeff Ward	214/2
3. Jeff Stanton	206/1
4. D. Bradshaw	178
5. Ron Lechien	132
6. Gene Naumec	119
7. Keith Bowen	97
8. Fred Andrews	85
9. Ray Sommo	83
10. Doug Dubach	72

(Points/wins)

Nat'l C'ship Hare & Hound Series

(Final)

1. Danny Hamel	120
2. Garth Sweetland	97
3. Paul Krause	90
4. Larry Roeseler	89
5. Don Griewe	80
6. Jimmy Lewis	72
7. (TIE) Paul Ostbo	65
Chris Crandall	
9. Greg Searle	48
10. Ted Hunnicutt	46

Nat'l Championship Enduro Series

(After 5 of 9 rounds)

1. Jeff Russell	126
2. Alan Gravitt	83
3. Randy Hawkins	71
4. Blair Sharpless	67
5. Kurt Hough	65
6. Steve Hatch	57
7. Kevin Bennett	53
8. Kevin Hines	52
9. Alan Randt	50
10. Larry Roeseler	40

National Hare Scrambles Series

(Final)

1. Scott Summers	205
2. Ron Naylor	134
3. Duane Conner	132
4. Ethan Goodrich	72
5. Tony Hendon	65
6. Frank Keegan	61
7. Terry Cunningham	58
8. Chris Caplinger	55
9. Scott Plessinger	51
10. Harvey Whitaker	46

Nat'l C'ship Cross Country Series

(After 10 of 13 rounds)

1. Duane Conner	1528
2. Terry Cunningham	150
3. Scott Summers	138
4. Doug Blackwell	136
5. Jeff Russell	129
6. Thomas Norton	116
7. Craig Jones	103
8. Tim Shephard	99
9. Frank Keegan	96
10. Scott Plessinger	70

Grand Nat'l/Camel Pro Series

(After 15 of 16 rounds)

1. Scott Parker	209/6
2. Chris Carr	205/3
3. Ronnie Jones	167/3
4. Kevin Atherton	132/1
5. Larry Pegram	111/1
6. Steve Morehead	104
7. Rodney Farris	97
8. Dave Durrelle	92
9. Ricky Graham	90/1
10. Mike Hale	70

(Points/wins)

600 Nat'l C'ship Series

(Final)

1. Chris Carr	110/5
2. Larry Pegram	83/2
3. Steve Morehead	44/1
4. Wink Freitas	40
5. Rodney Farris	37
6. Terry Poovey	36
7. Mike Hale	
Aaron Hill	34
9. Dan Ingram	32
10. Rich King	31

(Points/wins)

AMA Nat'l C'ship Superbike Series

(After 7 of 8 rounds)

1. Thomas Stevens	108/1
2. Scott Russell	104/4
3. Miguel Duhamel	88/1
4. Jamie James	73/1
5. Dale Quarterley	53
6. Rich Arnaiz	52
7. Jacques Guenette, Jr.	46
8. Pascal Picotte	38
9. Tommy Lynch	37
10. Tom Kipp	36

(Points/wins)

AMA Nat'l 250 GP Road Race Series

(After 7 of 8 rounds)

1. Jimmy Filice	96/2
2. Nick Ienatsch	85
3. Chris D'Aluisio	84/3
4. Rick Kirk	69
5. Danny Walker	62/1
6. Rick Tripodi	61
7. Jon Cornwell	49
8. Tom Paris	46
9. Mike Sullivan	42
10. Brad Sawyer	39

(Points/wins)

AMA 600 Supersport Road Race Series

(After 8 of 9 rounds)

1. Miguel Duhamel	120/6
2. Tom Kipp	99
3. Larry Schwarzbach	70
4. Tripp Nobles	64
5. Jeff Farmer	57/1
6. Rich Arnaiz	47
7. Jamie James	45
8. Takanobu Koyama	36
9. Steve Crevier	32
10. John Choate	
Jim Leslie	30

(Points/wins)

AMA 750 Supersport Road Race Series

(After 8 of 9 rounds)

1. Scott Russell	160/8
2. Britt Turkington	114
3. Jacques Guenette, Jr.	92
4. Tripp Nobles	64
5. Bob Sandy	62
6. Titian Bue	60
7. Jeff Heino	54
8. James Schaefer	36
9. Glenn Barry	35
10. Andrew Deathridge	32

(Points/wins)

WEA Formula USA Road Race Series

(After 7 of 8 rounds)

1. Robbie Petersen	115/3
2. Rich Oliver	106/3
3. Chuck Graves	93
4. Donald Jacks	78
5. Michael Martin	65
6. Kurt Hall	55
7. Britt Turkington	48
8. Brian Bernard	39
9. J.B. Williams	21
10. Tom Kipp	
Jeff Gaynor	20/1

WEA Formula II Road Race Series

(After 7 of 8 rounds)

1. Don Greene	87
2. Allan Scott	77
3. Kenny Roberts, Jr.	64
4. Brian Bernard	53
5. Michael Graves	52
6. Brad Sawyer	46
7. Chris D'Aluisio	41
8. Nick Ienatsch	37
9. Dave Sjoblom	34
10. W. Himmelsbach	31

WEA A Superstock Road Race Series

(After 7 of 8 rounds)

1. Kurt Hall	74
2. Michael Martin	70
3. Chuck Graves	42
4. Stevie Patterson	
Tripp Nobles	32
6. Mike Krynock	31
7. David McGrath	25
8. David Deveau	
Dean Mizdal	23
10. Jason Pridmore	22

WEA B Superstock Road Race Series

(After 7 of 8 rounds)

1. Bruce Baldus	77
2. Michael Martin	73
3. Kurt Hall	57
4. Chuck Graves	37
5. David McGrath	
David Deveau	30
7. Britt Turkington	
Joe Pittman	20
9. Jason Pridmore	19
10. Paul Harrell	18

WEA C Superstock Road Race Series

(After 7 of 8 rounds)

1. Bruce Baldus	57
2. Tripp Nobles	
Thomas Montano	37
4. Dale Kieffer	30
5. Andrew Milton	27
6. Ken Pruitt	26
7. Franklin Knight	
Bruce Lind	20
9. David Stanton	19
10. Darryl Saylor	17

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Jason DiSalvo	Yam	
Mary Newell	Yam	
Lowell Carson	Yam	
80 MINI		
Garth Bastian	Kaw	
Jeremy Thompson	Suz	
Mark Gourlay	Kaw	
Matt Murray	Kaw	
Aaron Creamer	Yam	
VINT		
Bob Newell	Bul	
Jim Newell	Hus	
Ralph Pinto	Tri	
SR A		
Norm Laviolette	H-D	
Tom Blachek	H-D	
Charles Suprenant	Yam	
SR B		
Dann Griffen	Rtx	
Joe Gould	Hon	
Bill Warford	H-D	
Jim Miller	H-D	
John Laviolette	Yam	
SPRTSMN PRO-AM		
Bob Weiss	Rtx	
Ron Hall	H-D	
Rob Gette	Rtx	
Chris Wnuk	Hon	
Jon Shelton	Hon	
125 AM		
Morgan Coolbeth	Kaw	
Jason Fuller	Yam	
Don McGirr	Hon	
Garth Bastian	Yam	
James Conklin	Hon	
250 AM		
Morgan Coolbeth	Kaw	
Richard Eisinger	Hon	
Joe Demento	Yam	
Stan Nittskie	Hon	
Justin Coolbeth	Yam	
250 EX		
Roger Durkee	Hon	
Ken Coolbeth	Hon	
Jay Skidmore	Hon	
Rob Gette	Suz	
Bob Weiss	Hon	
OPEN AM		
Justin Coolbeth	Rtx	
Rob Istiad	H-D	
Don Hall	Yam	
Keith Chandler	Yam	
Roland Green	Yam	
OPEN EX		
Roger Durkee	Rtx	
Craig Estelle	H-D	
Duane Veeder	Rtx	
Bill Newkirk	Hon	
Bob Weiss	Rtx	
FLAT TRACK		
Craig Estelle	Rtx	
Ron Hall	Rtx	
Kenny Dahlin	Rtx	
Chris Wnuk	Hon	
Justin Coolbeth	Rtx	
KNOBBY		
Jeff Earl	Yam	
Jim Newell	Hon	
Lowell Carson	Yam	
John Laviolette	Kaw	
Keith Gilman	Hon	

Short Track Mid-State Fairgrounds Paso Robles, CA Sept. 21 By Mike Vancil

P/W 50		
Ray Edwards	Yam	
Chris Wesney	Mor	
Anthony Houser	Yam	
Brent Padilla	Yam	
Ryan McNamara	Hon	
MINI 80 NOV		
James Pitchford	Kaw	
Jeremy Santoro	Yam	
Bryan Grier	Yam	
Jayson Hughes	Kaw	
Kenny Heess	Suz	
MINI 80 JR/EX		
Brian Scheiza	Kaw	
Cecil Short	Kaw	
A.J. Kirkpatrick	Kaw	
125 NOV		
Scott Fuhrman	Kaw	
Charles Coleman	Yam	
Steve Padilla	Yam	
Delmar Westbrook	Suz	
250 NOV		
Rick Rohrer	Yam	
Edward Flores	Hon	
Darrell Hughes	Kaw	
Paul Herman	Hon	
Tony Machado	Yam	
500 NOV		
Michael Padilla	Yam	
Ricky Roach	Hon	
Jerry Wuori	Yam	
John Dallaire	KTM	
Keith Stoodley	Yam	
OPEN NOV		
Ricky Roach	Hon	
Michael Padilla	Yam	
Scott Thomas	Hon	
Jerry Tenret	Hon	
500 JR		
Billy Luker	Yam	
Anthony Palmer	Rtx	
Allan McClellan	Rtx	
Russ Sosa	Yam	
Dan Feldhaus	Hon	
OPEN JR		
Anthony Palmer	Rtx	
Russ Sosa	Yam	
Billy Luker	Yam	
Jeremy Twitt	Kaw	
Mark Dodson	Yam	
500 EX		
Perry Lang	Hon	
Kevin Crowley	Rtx	
David Freeze	Rtx	
John Pack	Yam	
Steven Grier	Yam	
OPEN EX		
Kevin Crowley	Rtx	
Perry Lang	Hon	
Steven Grier	Yam	
VET		
Kevin Crowley	Rtx	
Russ Sosa	Yam	
Dan Feldhaus	Hon	
Keith Stoodley	Yam	

ST/TT/Spdwy Lake Houston Raceway Park Houston, TX Sept. 14

ST		
50		
Robby Shinn	Yam	
Ryan Clarke	Yam	
Jason Jordan	Hon	
Jeffrey Harder	Yam	
80		
Nicholas Godfrey	Kaw	
Robby Shinn	Kaw	
Kevin Khoury	Kaw	
Josh Broussard	Yam	
Zach Thomurr	Kaw	
200		
Billy Kennedy	Kaw	
250		
Brandon Atwood	KX	
Marc Williams	Hon	
OPEN		
Billy Kennedy	Hon	
Dave Valden	Yam	
OPEN PRO		
Johnny Johnson	Rtx	
Marc Williams	Hon	
Don Hamilton	Kaw	
Mark Burch	Yam	
Andy West	H-D	
OVER 30		
Ronnie Lunsford	Hon	
David Khoury	Hon	
Steve Weslik	Yam	
TT		
50		
Robby Shinn	Yam	
Jeffrey Hardner	Yam	
60-80		
James Godfrey	KX	

Robby Shinn	Kaw
250	
Brandon Atwood	Yam
PRO	
Johnny Johnson	Kaw
Steve Weslik	Hon
SPDWY	
Darryl Willis	Jaw
Wayne Jones	Jaw
Bob Berry	Jaw
Phil Smith	Jaw
Chris Bradshaw	Jaw

Short Track Mid-State Fairgrounds Paso Robles, CA Sept. 21 By Mike Vancil

Sept. 21	
By Mike Vancil	
P/W 50	
Ray Edwards	Yam
Chris Wesney	Mor
Anthony Houser	Yam
Brent Padilla	Yam
Ryan McNamara	Hon
MINI 80 NOV	
James Pitchford	Kaw
Jeremy Santoro	Yam
Bryan Grier	Yam
Jayson Hughes	Kaw
Kenny Heess	Suz
MINI 80 JR/EX	
Brian Scheiza	Kaw
Cecil Short	Kaw
A.J. Kirkpatrick	Kaw
125 NOV	
Scott Fuhrman	Kaw
Charles Coleman	Yam
Steve Padilla	Yam
Delmar Westbrook	Suz
250 NOV	
Rick Rohrer	Yam
Edward Flores	Hon
Darrell Hughes	Kaw
Paul Herman	Hon
Tony Machado	Yam
500 NOV	
Michael Padilla	Yam
Ricky Roach	Hon
Jerry Wuori	Yam
John Dallaire	KTM
Keith Stoodley	Yam
OPEN NOV	
Ricky Roach	Hon
Michael Padilla	Yam
Scott Thomas	Hon
Jerry Tenret	Hon
500 JR	
Billy Luker	Yam
Anthony Palmer	Rtx
Allan McClellan	Rtx
Russ Sosa	Yam
Dan Feldhaus	Hon
OPEN JR	
Anthony Palmer	Rtx
Russ Sosa	Yam
Billy Luker	Rtx
Jeremy Twitt	Kaw
Mark Dodson	Yam
500 EX	
Perry Lang	Hon
Kevin Crowley	Rtx
David Freeze	Rtx
John Pack	Yam
Steven Grier	Yam
OPEN EX	
Kevin Crowley	Rtx
Perry Lang	Hon
Steven Grier	Yam
VET	
Kevin Crowley	Rtx
Russ Sosa	Yam
Dan Feldhaus	Hon
Keith Stoodley	Yam

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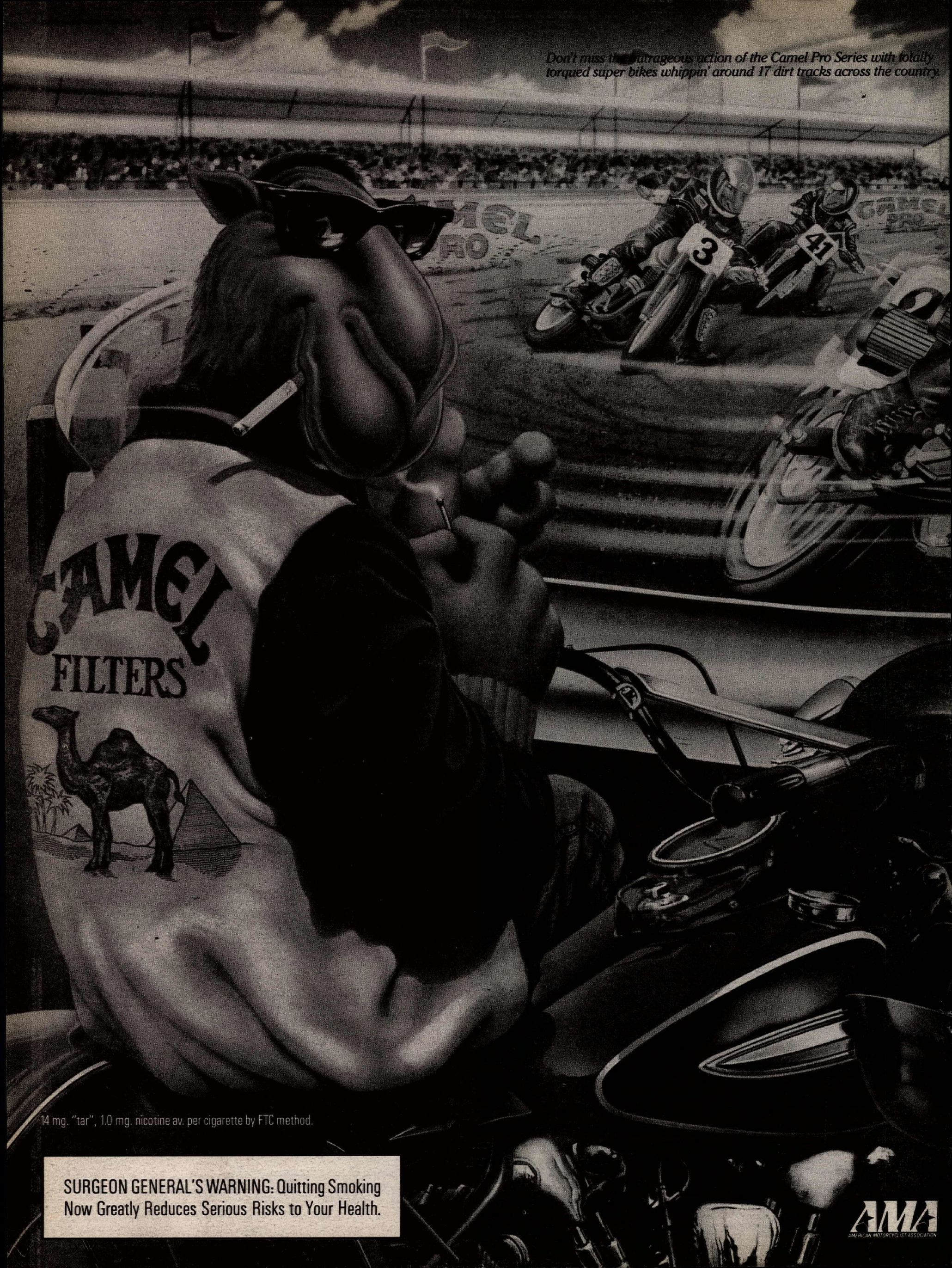
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